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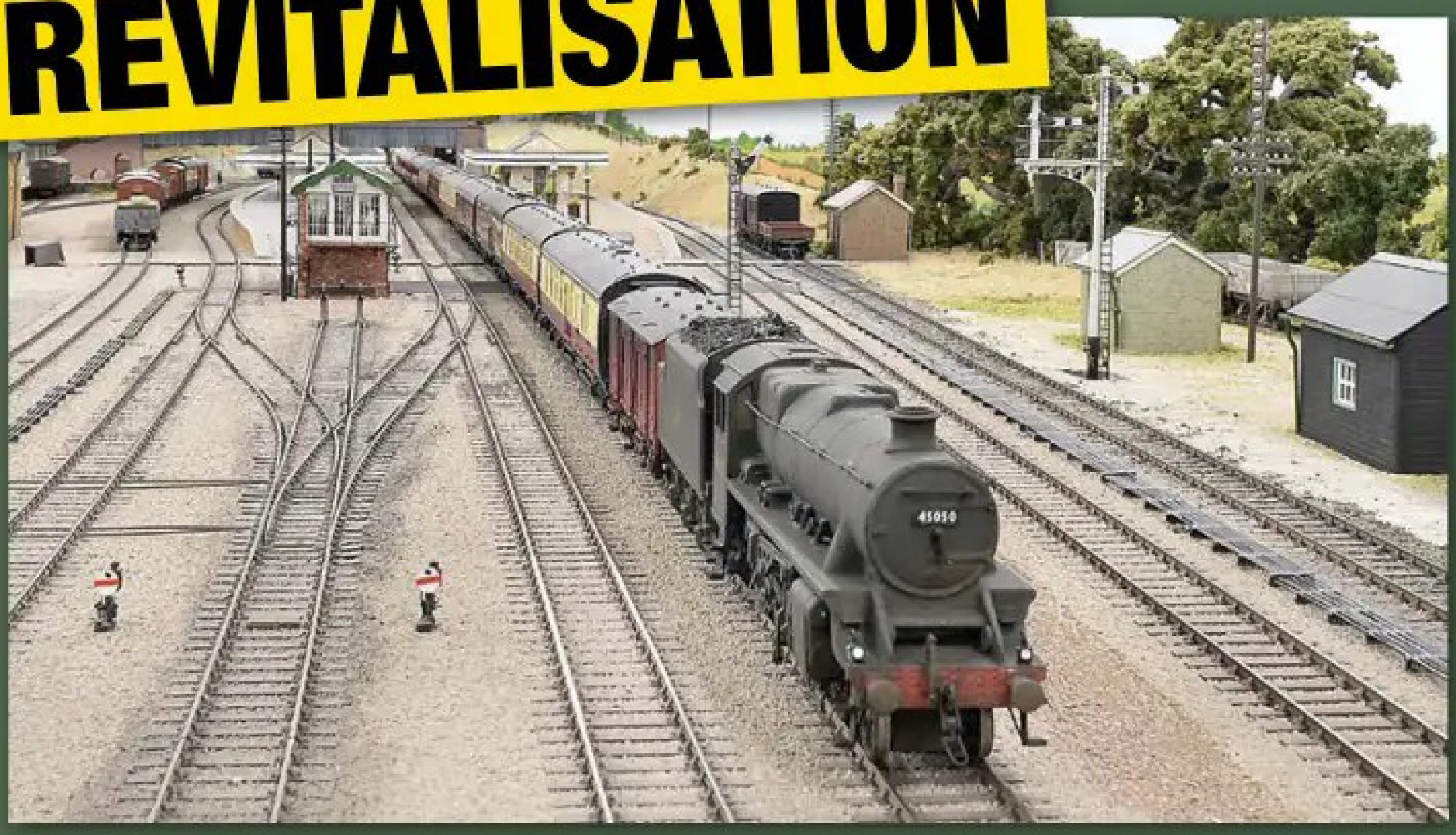

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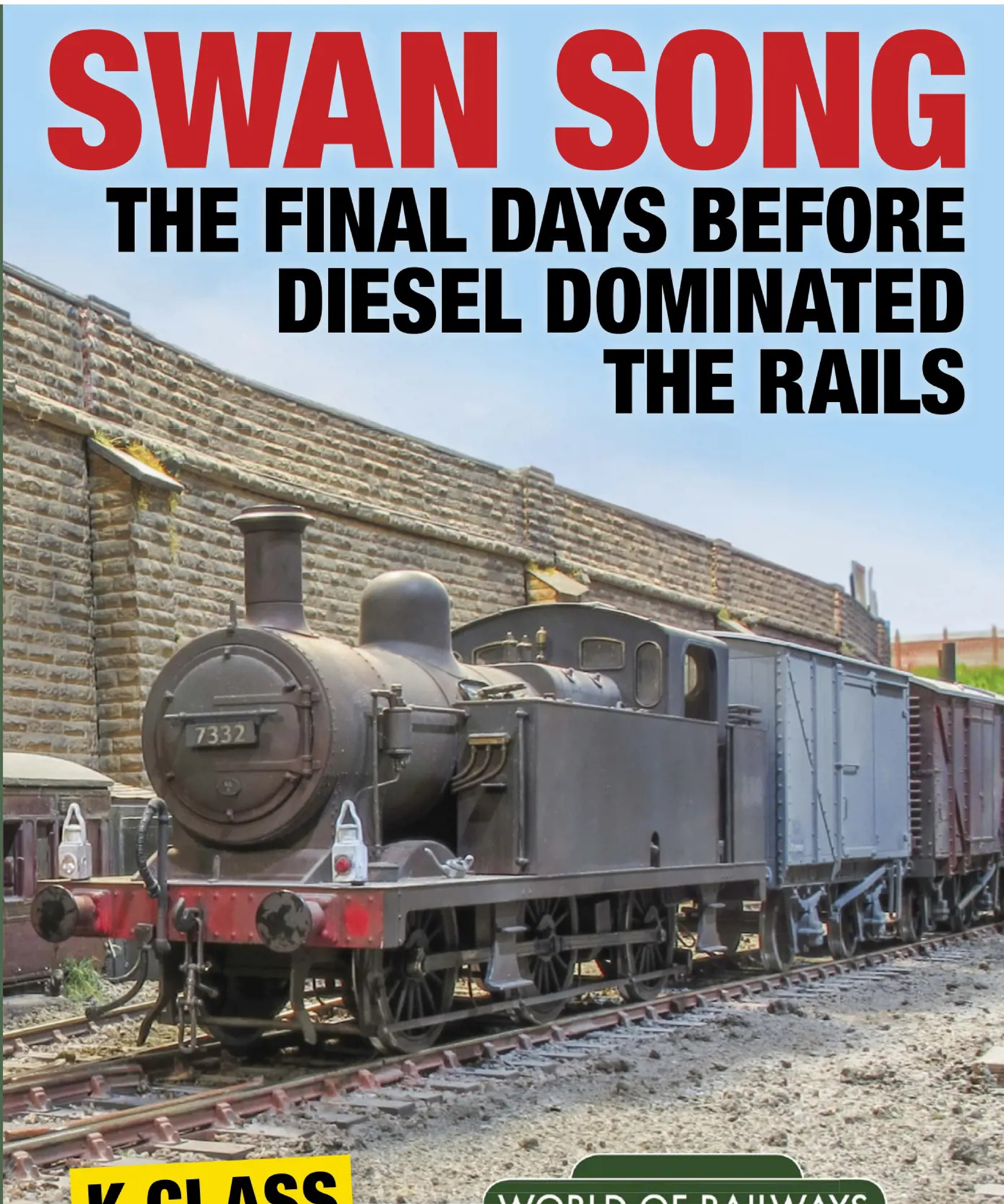

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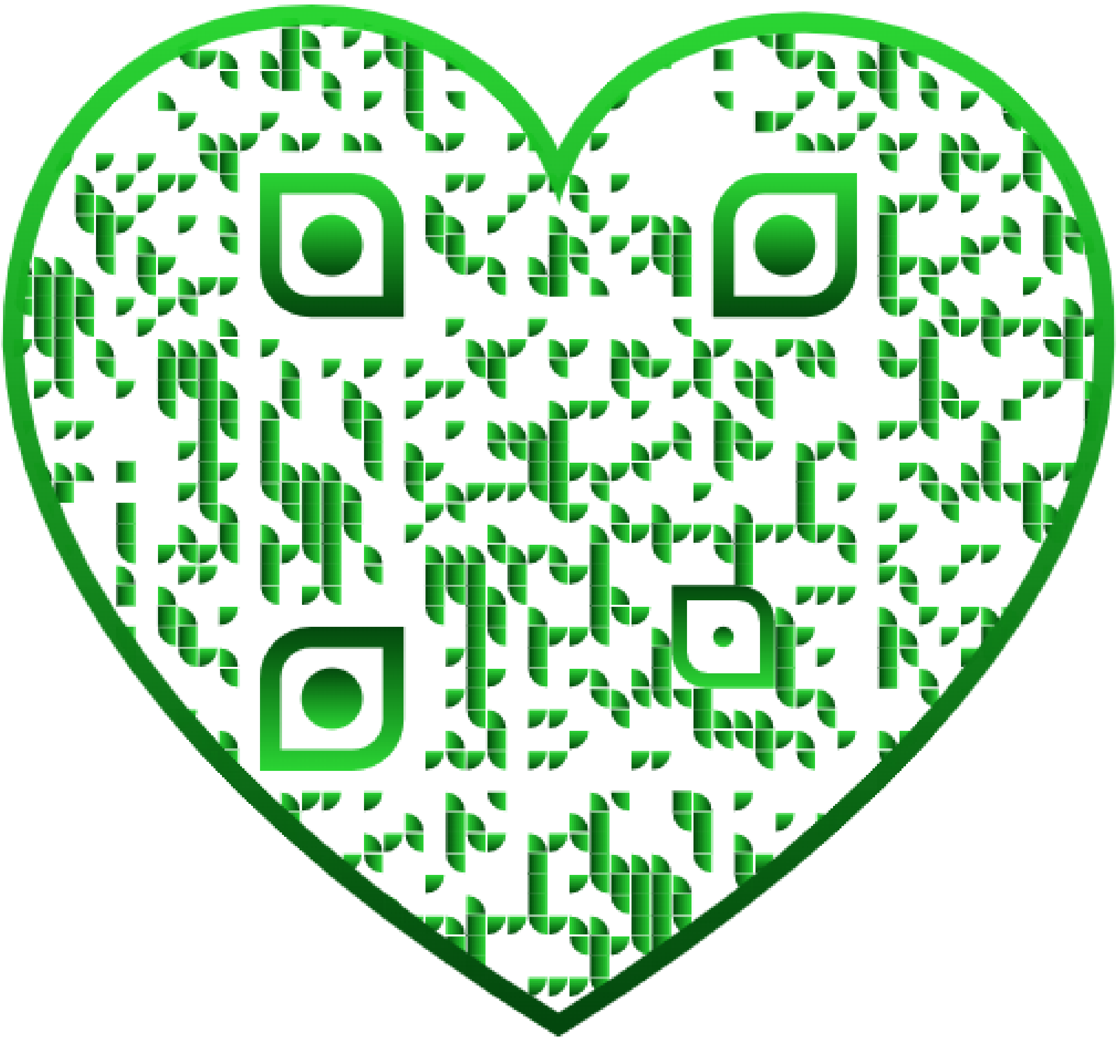

WORLD OF RAILWAYS TV

WATCH THE VIDEOS HERE

(You must have a wifi connection to stream video content)

Watching trains at ‘Folly Lane’

Now owned and exhibited by the Beckenham and West Wickham Model Railway Club, ‘Folly Lane’ was built by Jason Hannant. At Rapido Railex 2025, we took a seat by the lineside and filmed an impressive procession of OO gauge trains.

PLAY

Build a Peco 13T steel hopper wagon in O

Our newest member of the team, Steven Draper, has a go at constructing this new wagon kit from Peco and shares some top tips along the way.

PLAY

New Accurascale Buckjumpers in ACTION!

Accurascale's new Classes J68 and J69 have arrived and Tony Wright has put the models through their paces on his OO layout, 'Little Bytham'.

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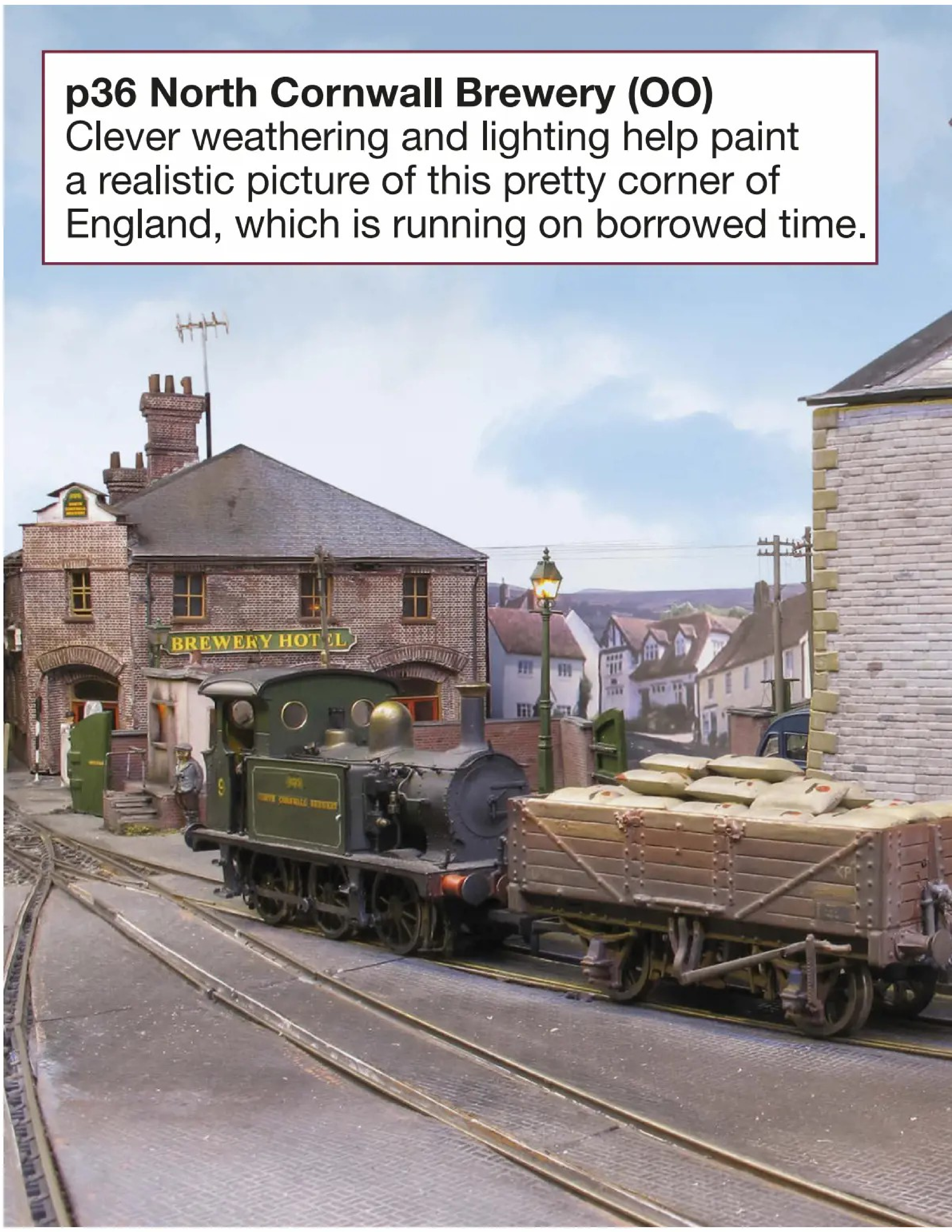
p48 Build a horse-drawn dray
p50 Upgrading a second-hand Hornby Black Five
p54 Taking card kits to the next level in personalisation
p58 Weathering wagons in N
p60 Create a harvest cameo scene in 10 steps
p66 Building an 'old Skool' Goods Depot

REGULARS

p32 Community, letters, opinion, events & more
p104 The life of the LBSCR K Class explored
p112 The latest news headlines
p117 Win a Class 60 with BRM

INSPIRING LAYOUTS

p36 North Cornwall Brewery (OO)
Clever weathering and lighting help paint a realistic picture of this pretty corner of England, which is running on borrowed time.



p20 Glebe Street (O)
The need to replace an aging exhibition layout and inspired by the stone embankments in Scotland, drove the creation of this show-stopping layout.

p94 Lynnbach (OO9)
Ian Arkley's new layout took on a life of its own, perfectly demonstrating that a limit on space doesn't mean cutting back on the detail.

TRACTION

A CELEBRATION OF CLASSIC DIESELS & ELECTRICS
TRACTION
EAST COAST DRAGS
ALSO INSIDE:
• Shirebrook in the 1980s
• Early modern traction
• Steelworks Industrials

p72 Dragging days on the ECML
p78 Exploring Shirebrook in the 1980s
p84 Steelworks Industrials in action
p88 Early doors for modern traction

LATEST REVIEWS

p118 Accurascale Class 60
p120 Rapido GWR 44xx 2-6-2T
p122 DCC Concepts AE Model Super Solenoid
p124 Oxford Rail Banana Vans

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R643	Half Curve 2nd Rad.	**£2.25**
R8072	LH Point	**£11.85**
R8073	RH Point	**£11.85**
R8074	LH Curved Point	**£18.85**
R8075	RH Curved Point	**£18.85**
R8076	Y Point	**£13.90**
R8077	LH Express Point	**£18.85**
R8078	RH Express Point	**£18.85**
R8261	4th radius curve	**£2.80**
R8206	Power Track	**£8.95**
R8262	4th rad. Double curve	**£3.95**

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35-077	E4 BR Early	**£93.45**
35-078	E4 BR Late	**£93.45**
31-001	Robinson BR Late Crest	**£94.99**
31-002	Robinson BR Early Crest	**£94.99**
31-127	CL3000 BR ROD	**£118.45**
31-128	BR ROD Weathered	**£105.45**
31-136DC	D11/2	**£115.90**
31-931	LMS Compound	**£112.90**
31-932DC	BR Compound	**£127.75**
31-461A	C Class SR Black	**£106.20**
31-481	G2A BR Early	**£114.70**
31-443	BR Ivatt 2mt tank	**£140.20**
32-131A	GWR 4575	**£140.20**

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32-993	Wickham Trolley Yellow	**£67.95**
35-126	Harry Needle Cl20	**£152.95**
35-418	BR Class 47 Construction	**£203.95**
35-419	BR Class 47 Rft Distribution	**£203.95**
32-620	Cl. 90 Freightliner grey	**£195.45**
32-619	Cl. 90 EWS	**£195.45**
32-615	Cl. 90 Virgin Trains	**£195.45**
32-614	Cl. 90 BR RES red/grey	**£195.45**
32-613	Cl. 90 Intercity Mainline	**£195.45**
32-612A	Cl. 90 Freightliner green	**£195.45**
31-267A	Class 419 MLV Blue/Grey	**£135.95**
31-265A	Class 419 MLV BR green	**£135.95**
35-337	Class 37/4 Railfreight Metals	**£208.20**
31-502A	Cl158 WPTE Metro	**£280.45**
E83031	Cl. 144 BR WYPTE Metro	**£212.45**
E83022	Cl. 143 BR Provincial	**£212.45**
35-312	Class 37 BR Blue Thornaby TMD	**£212.45**
35-352	BR Cl. 20 BR Green	**£191.20**
32-652A	BR Cl44 Blue Ingleborough	**£161.45**
32-704	BR Cl46 Blue weathered	**£169.95**
32-702A	BR Cl46 Green	**£171.45**
32-679A	BR Cl45 Green	**£161.45**

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NR-P987I	Shell/BP black no. 5174	**£13.45**
NR-P987JW	Shell/BP black no. 5173 weathered	**£14.25**
NR-P987KW	Shell/BP black no. 5179 weathered	**£14.25**
NR-P987LW	Shell/BP black no. 5168 weathered	**£14.25**
NR-P993A	BP Grey no. BP067266	**£13.45**
NR-P993B	BP Grey no. BP067082	**£13.45**
NR-P993C	BP Grey no. BP067095	**£13.45**
NR-P993DW	BPGrey BP067168 wth.	**£14.25**
NR-P993EW	BPGrey BP067177 wth	**£14.25**
NR-P993FW	BPGrey BP067184 wth	**£14.25**
NR-P994A	BP Green no. BP067161	**£13.45**
NR-P994B	BP Green no. BP067162	**£13.45**
NR-P994C	BP Green no. BP067368	**£13.45**
NR-P994DW	BP Green no. BP067765	**£14.25**
NR-P994EW	BP Green no. BP067783	**£14.25**
NR-P994FW	BP Green no. BP067574	**£14.25**
NR-P995A	BP Black no. BP065762	**£13.45**
NR-P995B	BP Black no. BP065764	**£13.45**
NR-P995C	BP Black no. BP065771	**£13.45**
NR-P995DW	BP Black no. BP065770	**£14.25**
NR-P995EW	BP Black no. BP065765	**£14.25**
NR-P995FW	BP Black no. BP065766	**£14.25**

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913002	L & M Lion (1980s)	**£152.95**
903007	Hunslet 16” Thorne	**£109.50**
914004	LMS Jones Goods (Early)	**£186.50**
914005	LMS Jones Goods Lined	**£186.50**
936007	Class E1 SR Black	**£140.20**
936008	Class E1 SR Black	**£140.20**
936009	Class E1 BR Black	**£140.20**
936010	Class E1 BR Black	**£140.20**
936013	Class E1 SR IoW	**£140.20**
936018	Class E1 BR IoW	**£140.20**
903013	Hunslet Beatrice (Preserved)	**£109.50**
903016	Hunslet John Shaw	**£109.50**
903017	Hunslet Primrose No.2	**£109.50**

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2D-005-001	Cl.59 59103 A.R.C.	**£146.90**
2D-005-002	Cl.59 59206 DB Schenker	**£146.90**
2D-005-003	Cl.59 59204 National Power	**£146.90**
2D-005-004	Cl.59 59104 Hanson	**£146.90**
2D-005-005	Cl.59 59005 Aggregate Industries	**£146.90**
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GM2210801	Cl.86 Rainhill	**£110.45**

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371-011SF	BR Class 08 Network Rail SOUND	**£208.20**
371-012	BR Class 08 RES	**£123.20**
371-336	Class 150/1 GMPTE	**£203.95**
371-659	Class 57 ARRIVA Wales	**£165.70**
372-876	Class 319 Thameslink	**£297.45**
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371-825D	Cl 47 BR Green	**£152.95**
371-825E	Cl 47 BR Green	**£152.95**

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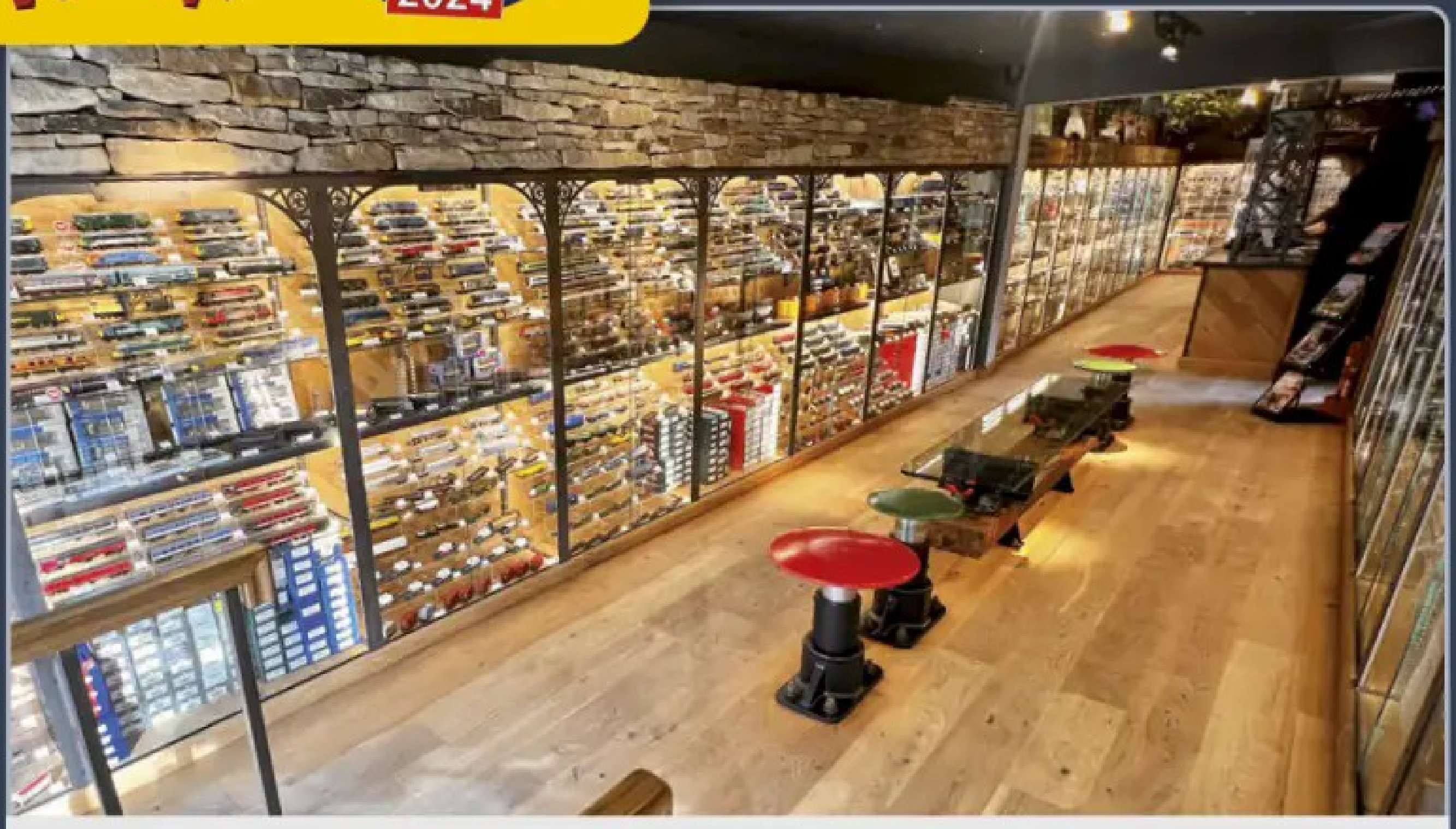

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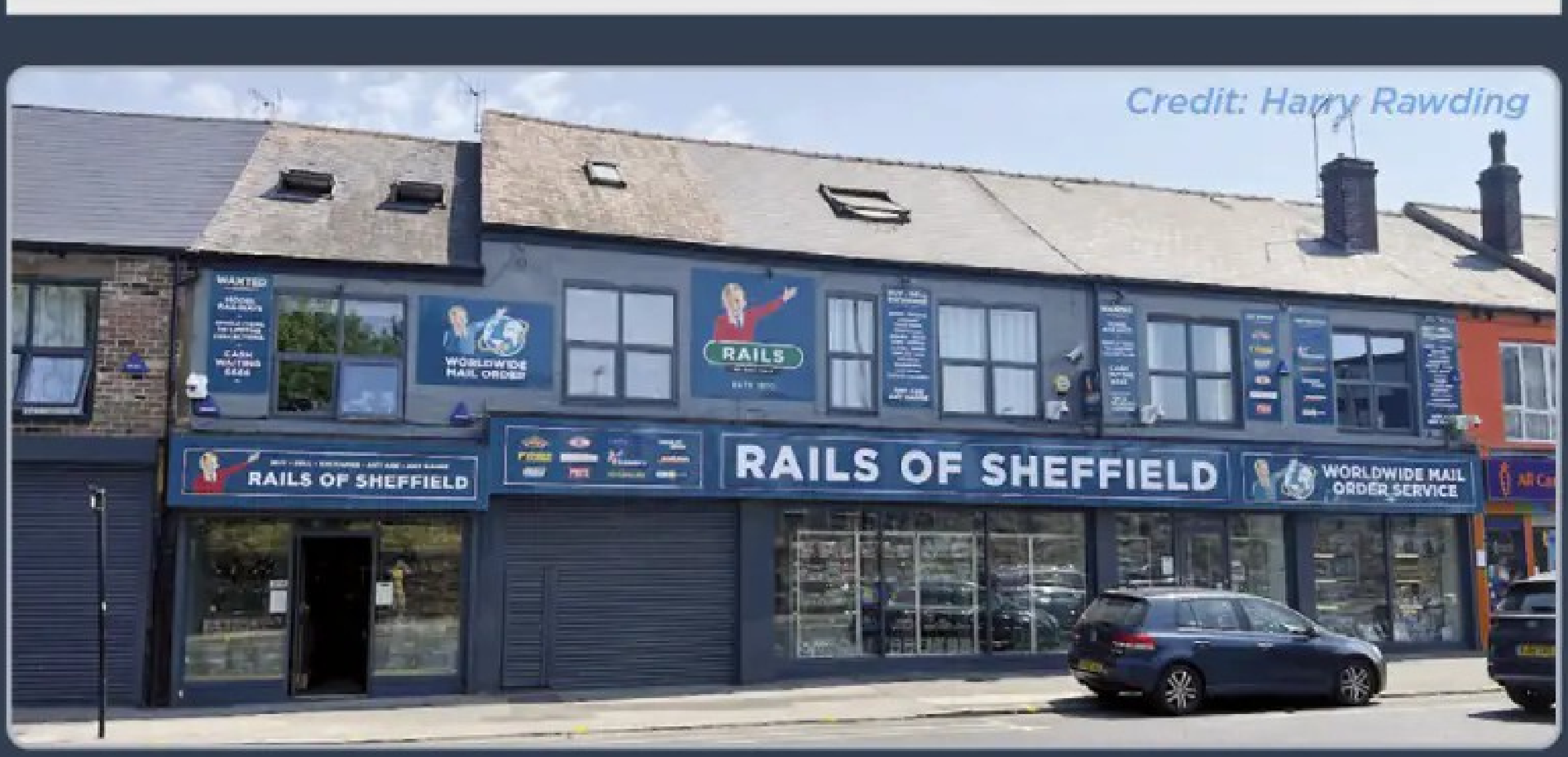

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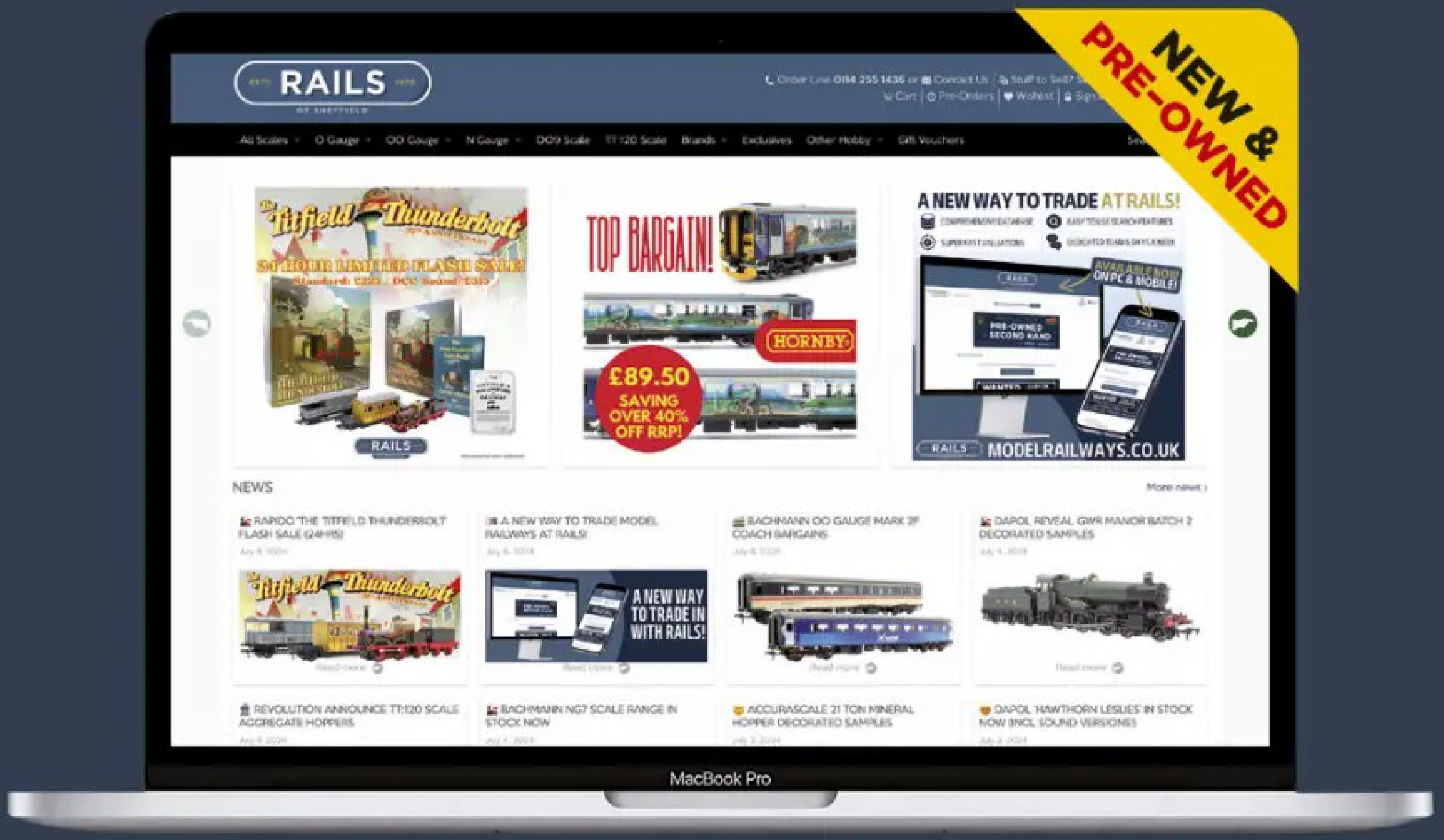

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WOW!! SOME OF OUR Google Reviews ★★★★★ FANTASTIC REVIEWS

T. Smart ★★★★★

I sold some used items to Rails recently, handled by Jake in the second-hand department.

All went very smoothly - once I'd packaged the items up, it was collected free of charge and I got a good price that was transferred direct to my bank a day after they received the items.

My first port of call for all buying and selling, new and used. A+

S. Barltett ★★★★★

Popped in last week to have a quick look. Wow, blast from the past! Huge collection of vintage toys, like a kid in a sweet shop. Recommend to anyone, shop assistant was very friendly and helpful, I'll definitely be going again.

R. Smalley ★★★★★

Perfect service from Rails as usual. Excellent packaging, quick delivery and outstanding customer service from Joe, who is friendly, helpful and goes out of his way to provide assistance, even when the circumstances are outside his control.

D. ★★★★★

I've been a satisfied customer of Rails for a long time with my previous online orders. I'm happy to say that my first visit to the store today did not disappoint, as I expected! The service was outstanding, the staff know exactly what they're doing and are more than competent enough to help you get exactly what you're looking for. Would recommend to anyone looking for anything to try them first!

D. Ager ★★★★★

I'm an international buyer, and particularly a fan of British N Gauge, my orders have always been fulfilled and packed above and beyond my expectations. The prices even factoring in the current exchange rate of the AUD to GDP and postage are often cheaper than what I can source here in Australia. A wide selection of manufacturers and models. I'd highly recommend this store.

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R. Rae ★★★★★

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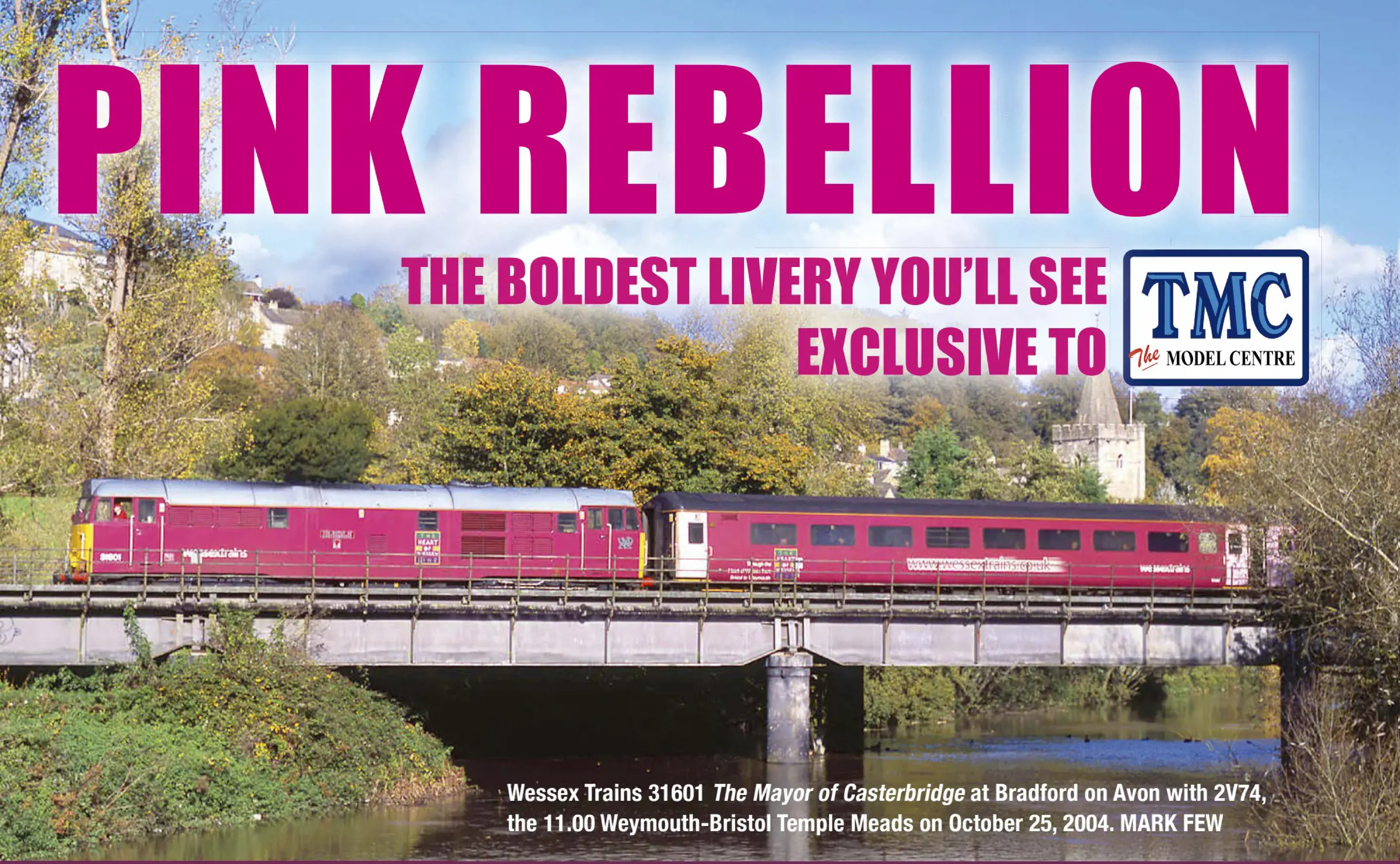

Wessex Trains 31601 *The Mayor of Casterbridge* at Bradford on Avon with 2V74, the 11.00 Weymouth-Bristol Temple Meads on October 25, 2004. MARK FEW

Undoubtably the most daring and vibrant privatisation livery applied to a locomotive and rolling stock - here's a memorable train for 4mm:1ft scale / OO gauge that'll embolden your collection!

Cause a stir and brighten-up your model landscape with our exclusive miniatures of Class 31, 31601 *The Mayor of Casterbridge* and accompanying Mk. 2F coaches in the bright, hot pink colours of the Wessex Trains franchise.

With 'Pink Panther' levels of suaveness, these all-new exclusives for 'OO' benefit from Bachmann Europe's forthcoming, further revised, cutting-edge Class 31 tooling which now features a 'Bach-up' stay-alive system and all-wheel electrical pick-up.

Owing to a shortage of multiple units, from May 2004, Wessex Trains hired Fragonset Railways to provide 'top-and-tail' motive power to a set of Mk. 2 coaches for services under the Heart of Wessex Rail Partnership, between Bristol and Weymouth.

To coincide with the launch, Fragonset's 31601 and five Mk. 2 coaches were repainted into this stunning pink livery, whipping rail enthusiasts and the railway media into a frenzy, while the covers of print media and lineside photography instantly became more colourful.

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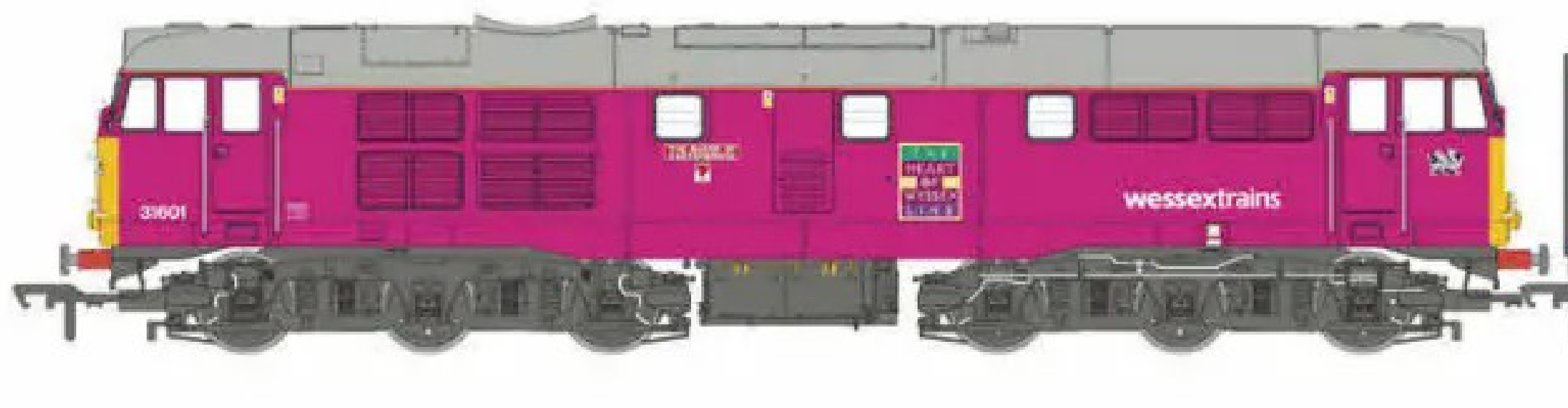

31601 *The Mayor of Casterbridge*
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(35-825ZSF) DCC sound-fitted
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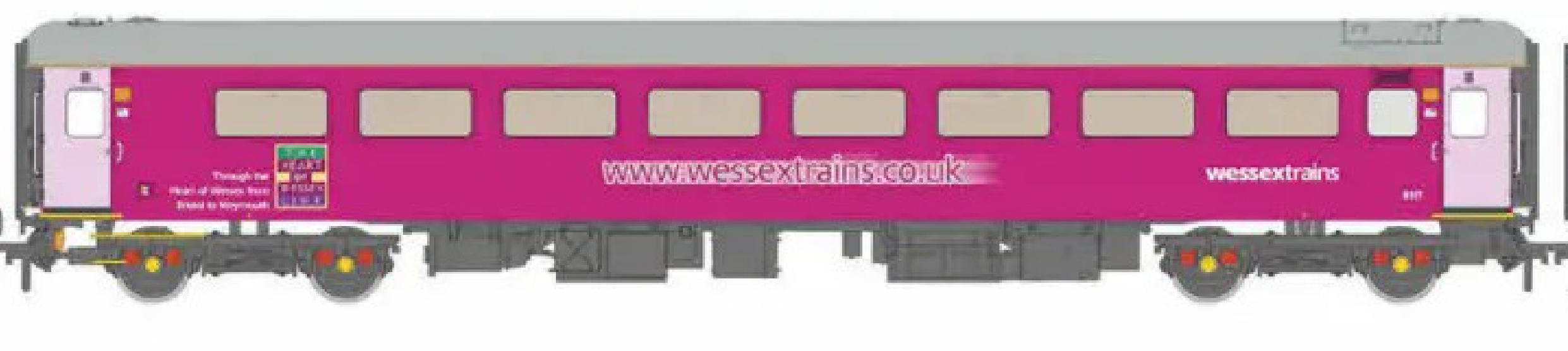

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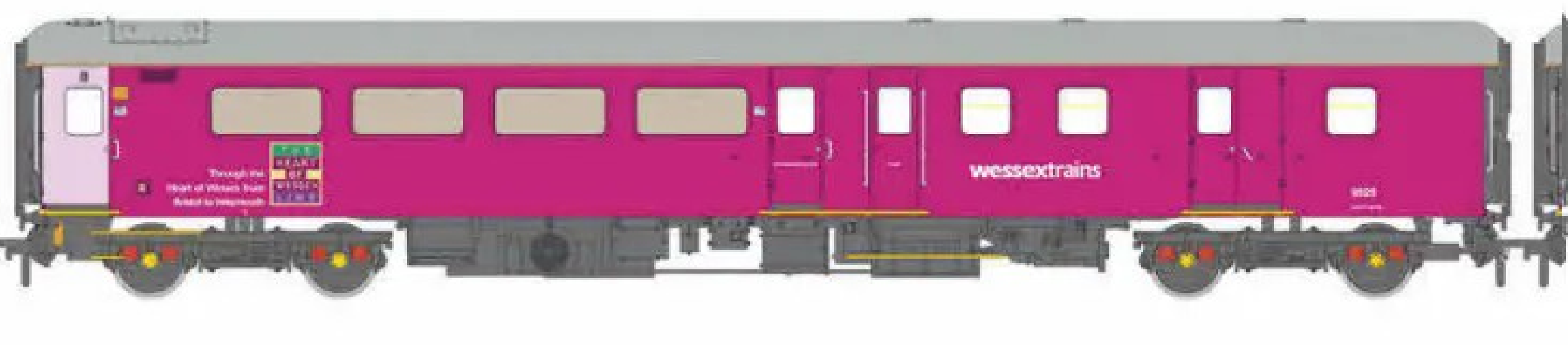

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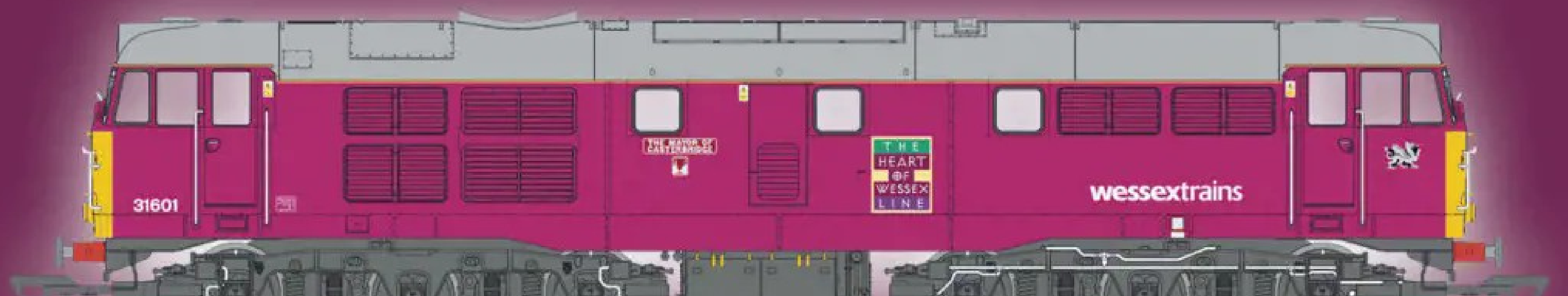
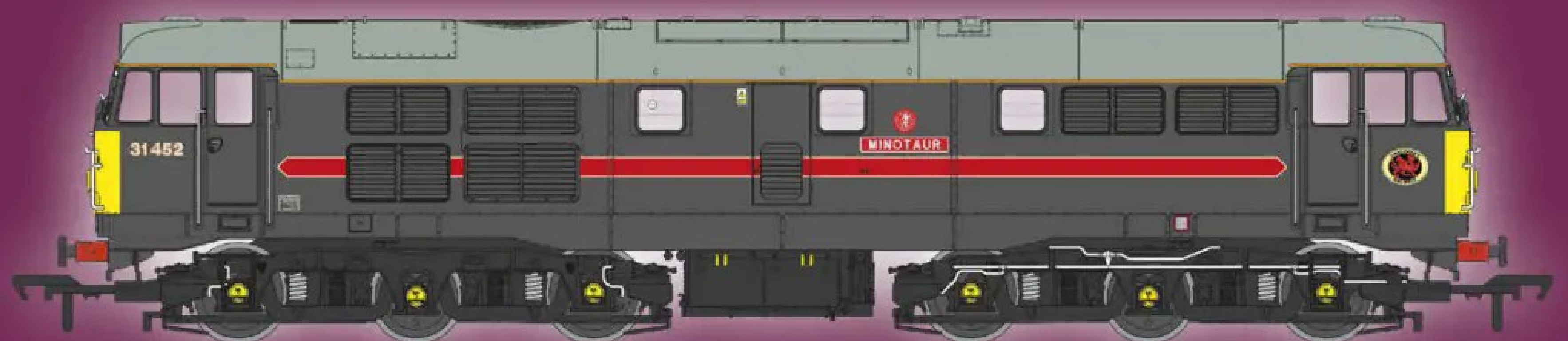


Class 31/6 31601 *The Mayor of Casterbridge*



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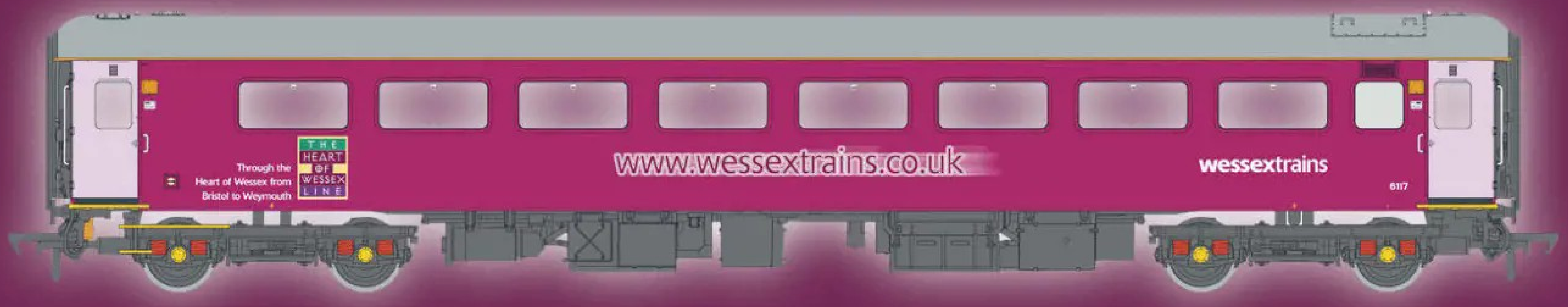

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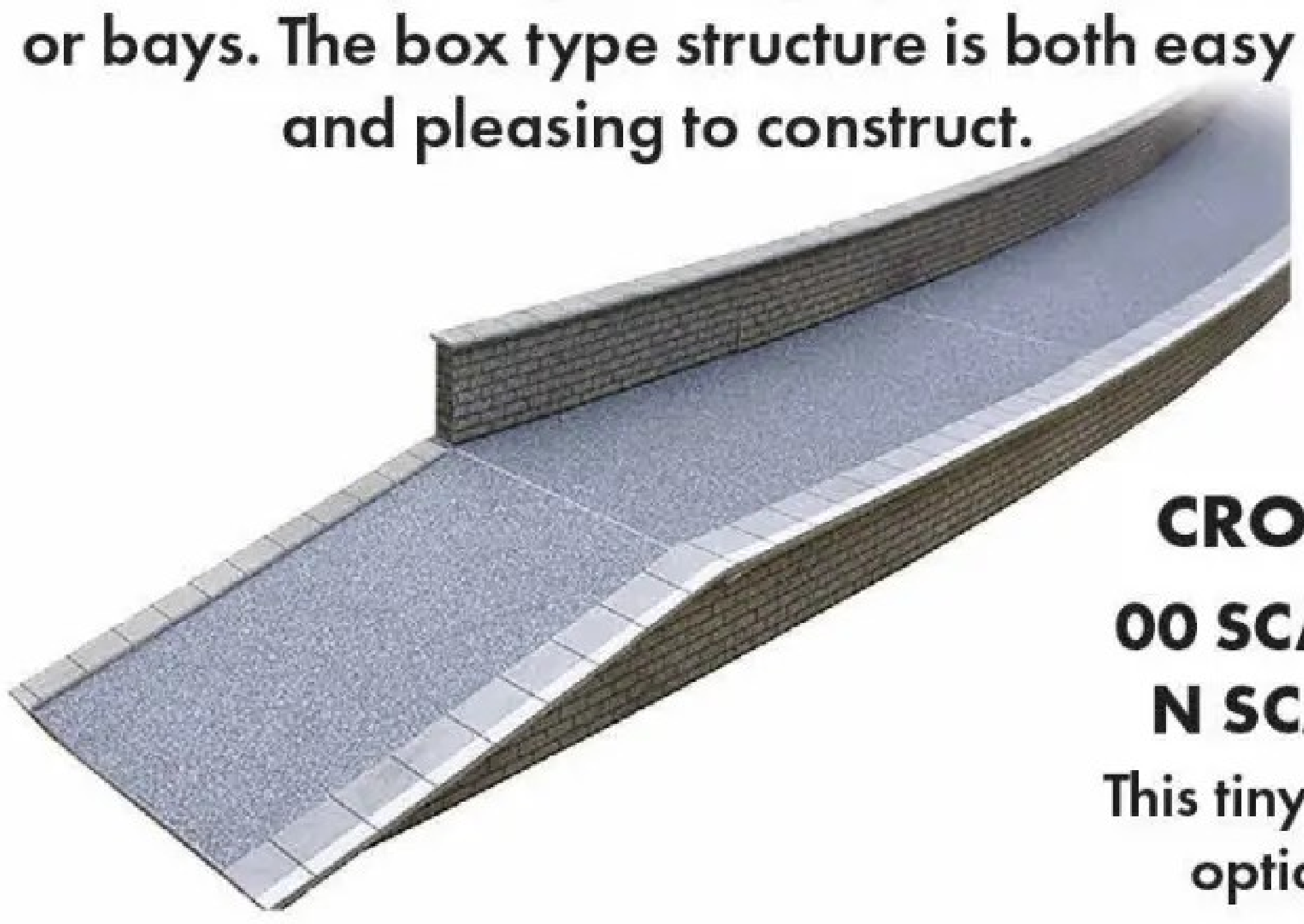

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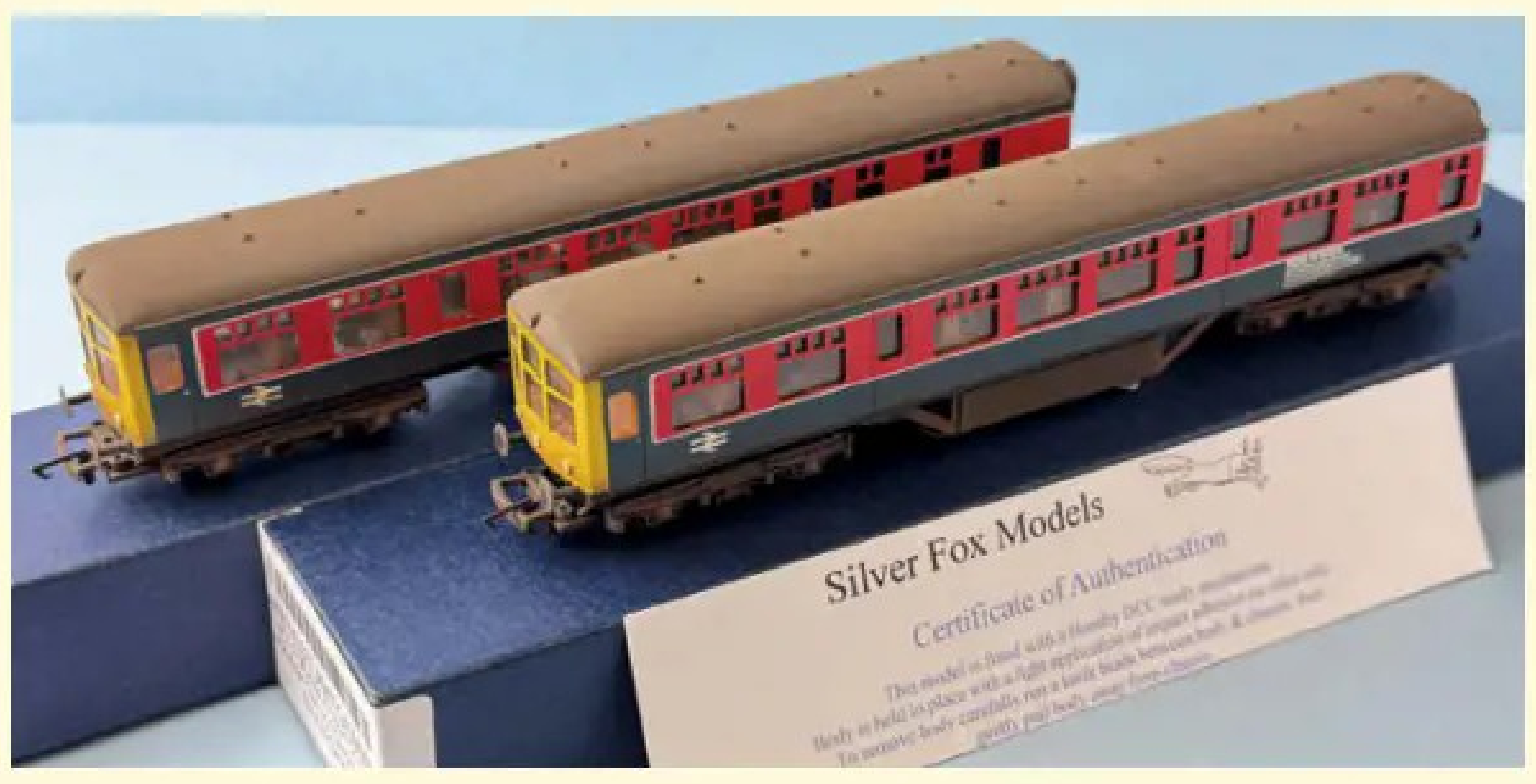
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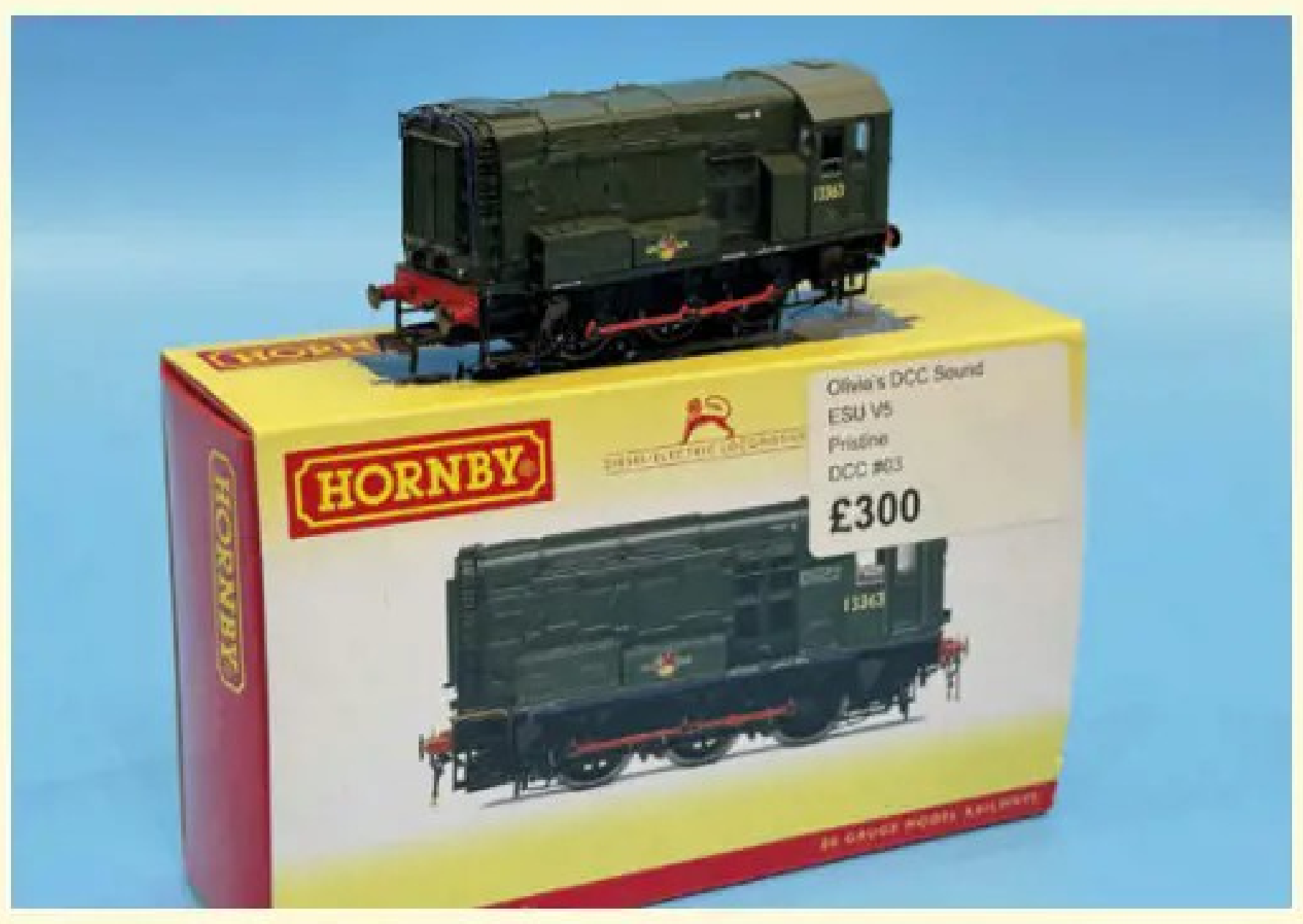

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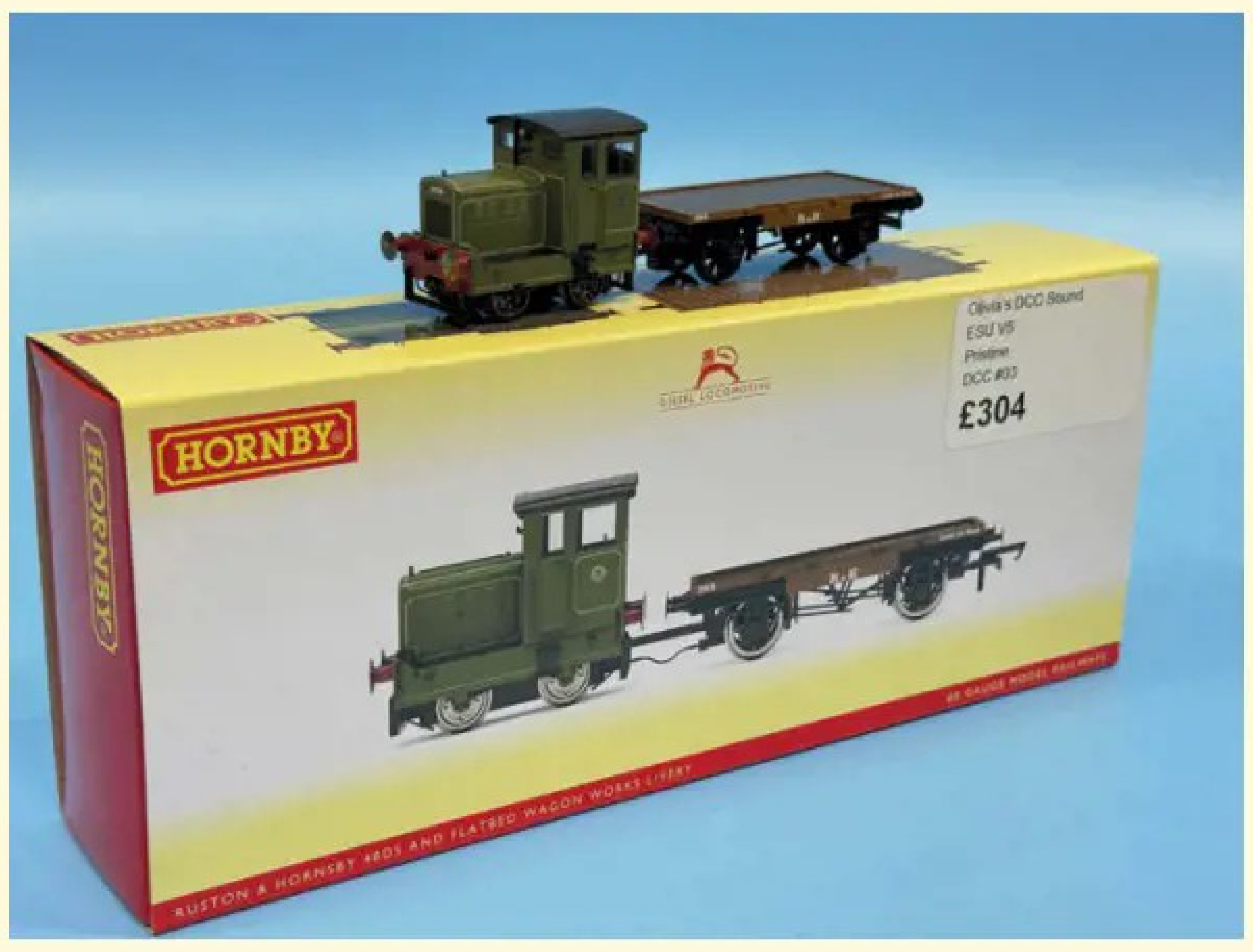

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BR in the early-'60s – a rundown yard with a loose gate, a well-worn Jinty J83, a GPO van that has seen better days. Even a disconsolate dog! Only a smartly dressed lady brightens the scene.

FACTFILE

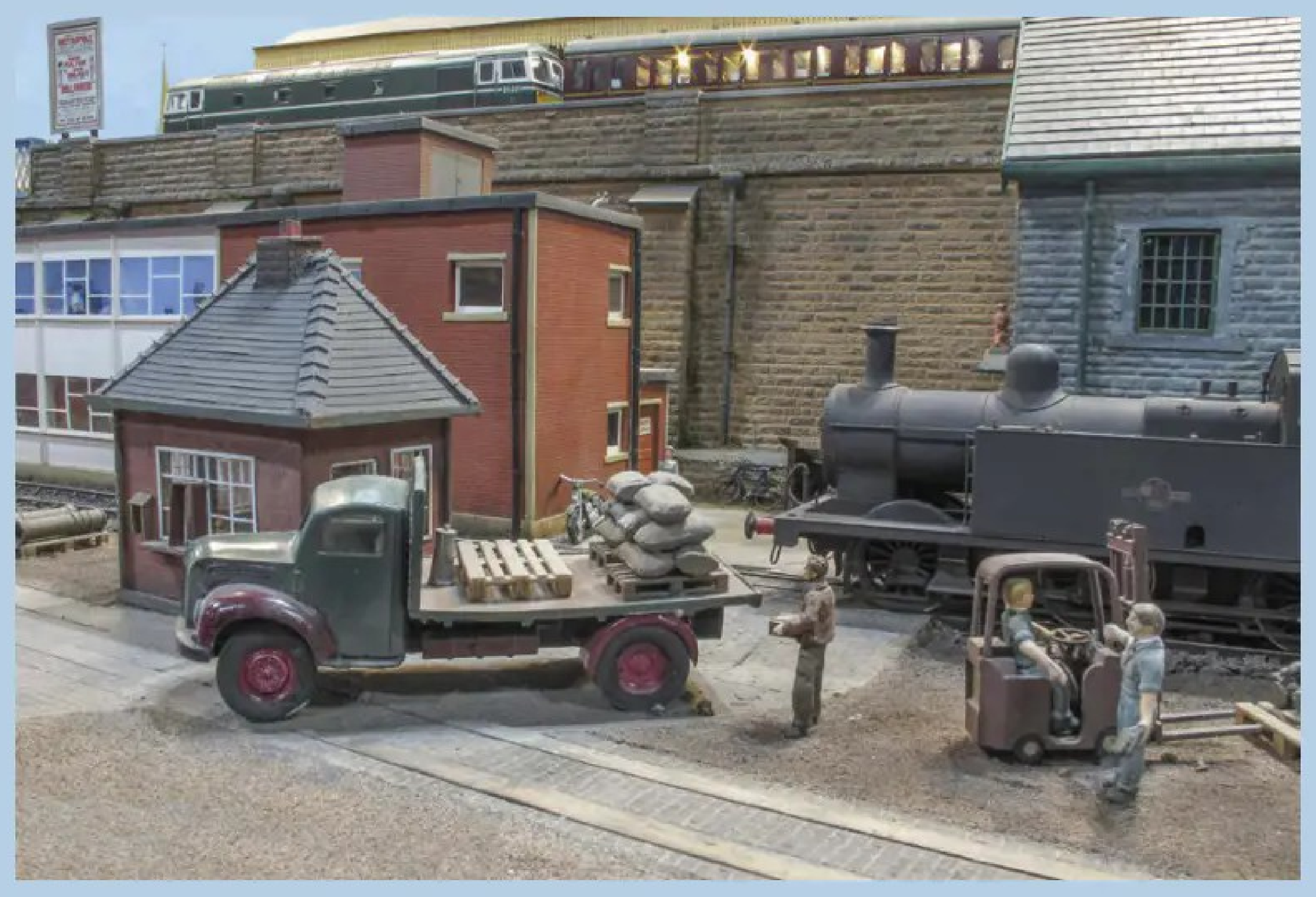
LAYOUT NAME: Glebe Street
SCALE/GAUGE: 7mm:1ft/32.5mm/O
SIZE: 38ft 2in x 2ft 6in
ERA/REGION: Early 1960s/Scottish
LAYOUT TYPE: End-to-end

BRITISH RAILWAYS
GLEBE STREET
GOODS YARD
ENTRY PERMITTED ONLY
TO AUTHORISED PERSONS
BLUE TRAINS
XXD 45

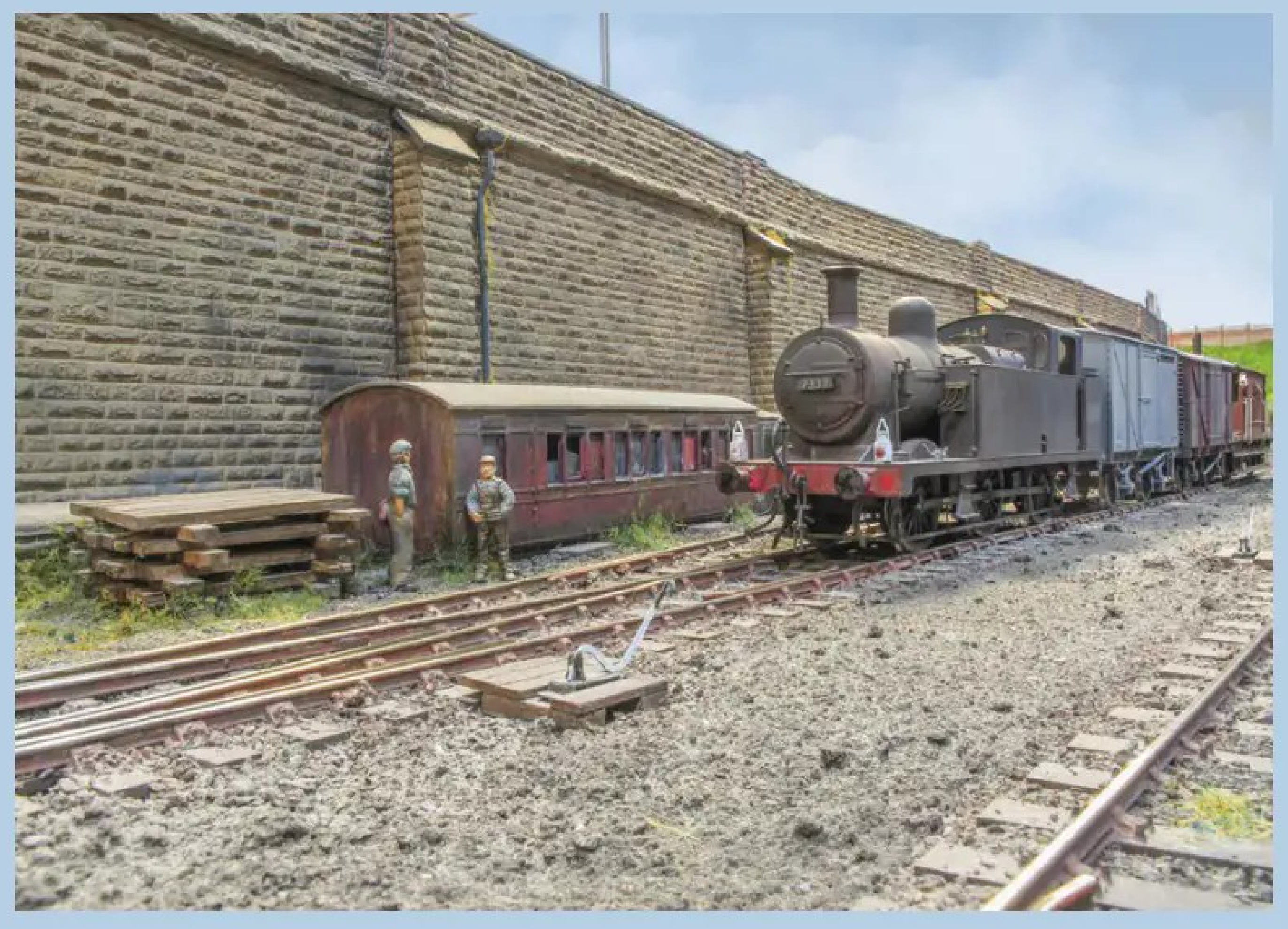
GLEBE STREET

A need to replace the club's aging exhibition layout and inspired by trains running on the stone embankments in Scotland, this show-stopping layout depicts a period of great change…

Words: Andrew Allardyce **Photography:** Phil Parker



TOP RIGHT: Much discussion in the Iron Works yard about loading the lorry, while Jinty 47332 waits to depart past the new drawing offices. Above in the passenger station, D5331 awaits the ‘right away’ with a suburban train for Queen Street.

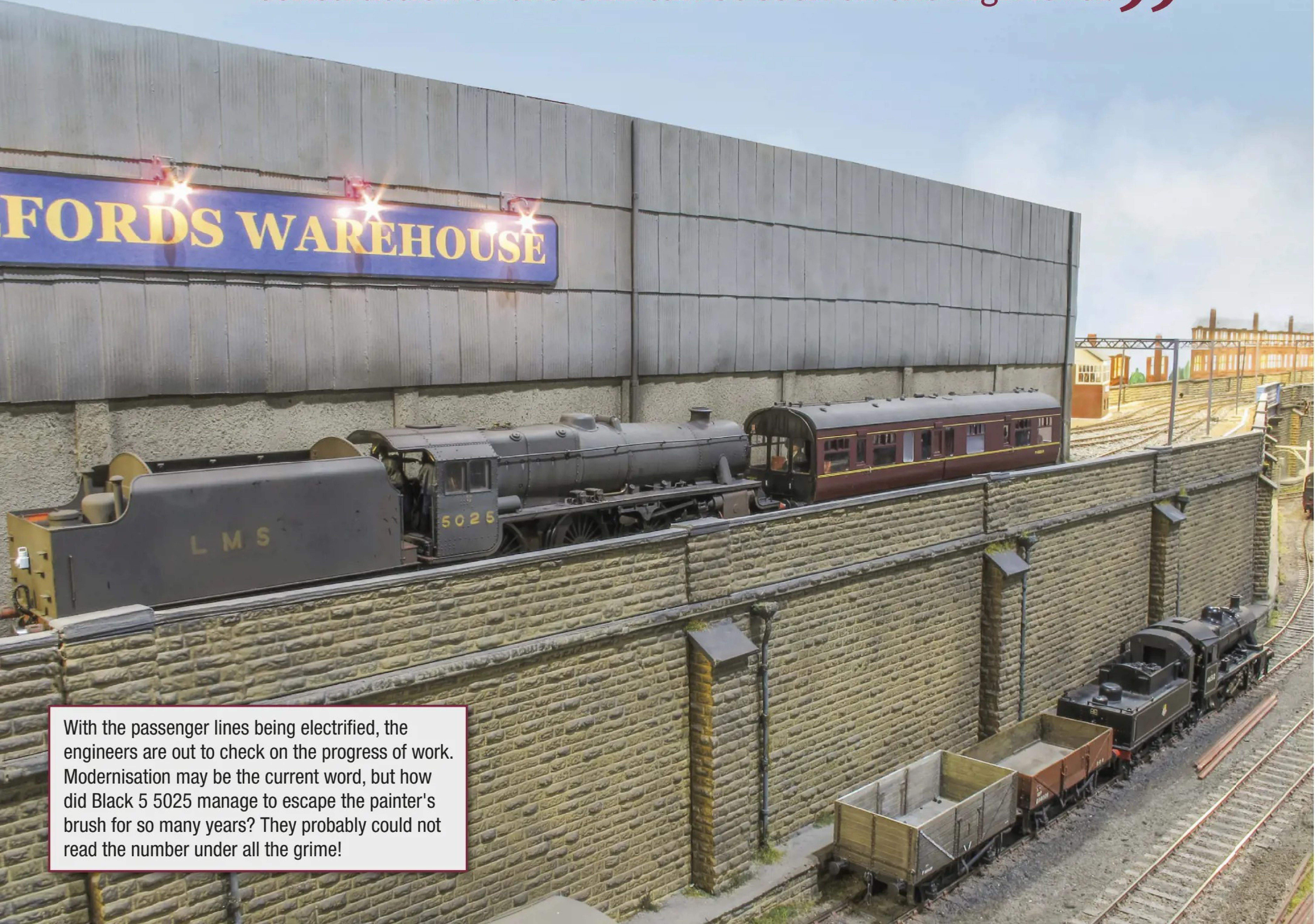


MIDDLE RIGHT: The Jinty has departed the Iron Works yard and is about to set off with a short goods train as soon as it gets the signal. In the background is the shunters’ bothy, with two of the yard staff exchanging opinions on last Saturday’s game.

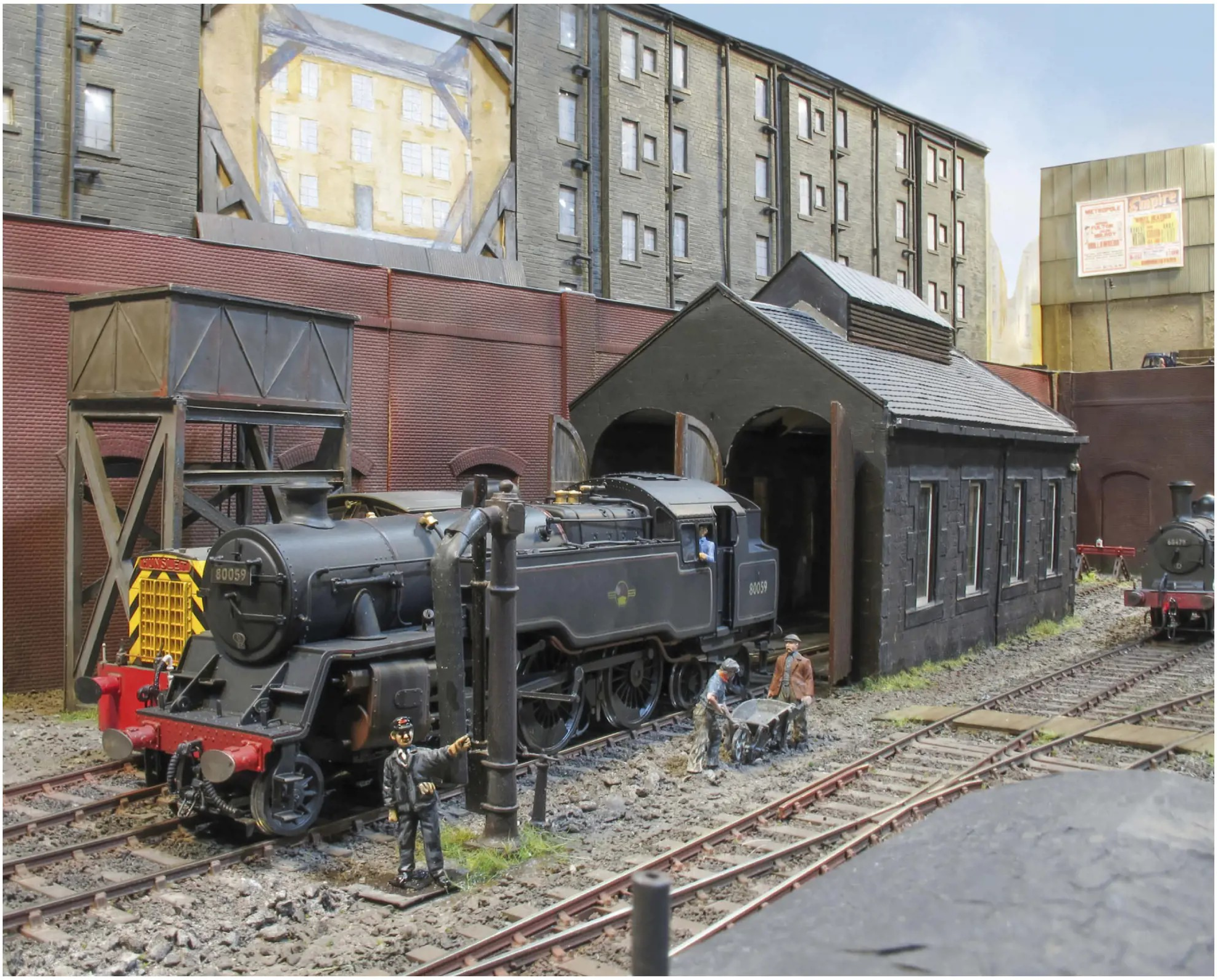
There are possibly several ‘origin stories’ for this layout. On a very simple level, the layout was designed and built around a double slip that was bought at a show some years previously and ‘something had to be done with it’. Or it could be that we were inspired by seeing the trains from Glasgow Queen Street and Central stations running on the stone embankments behind the SEC where AMRSS (formerly known as the Association of Model Railway Societies in Scotland) holds its annual show, Model Rail Scotland. There was also the idea of a two-level layout with one level passing underneath the other. However, probably the main driving force was the need to replace the club’s O gauge layout, ‘Cragganmore’, which had effectively come to the end of its days, having been through many changes. It was also very heavy and could not be erected completely in the clubrooms.

As a club, we have tended to base most of our layouts in home ground - the north of Scotland - and we felt that we wanted to do something different. Rather than a rural setting, we decided on an urban environment. The layout would have to be capable of being set up in its entirety and operated in the clubroom. Two levels would allow for a variety of

> “Glebe Street’ covers the final days of steam and the early days of diesel haulage, and there is also evidence of the coming of electric trains as the construction of the OLE can be seen on the high level.”

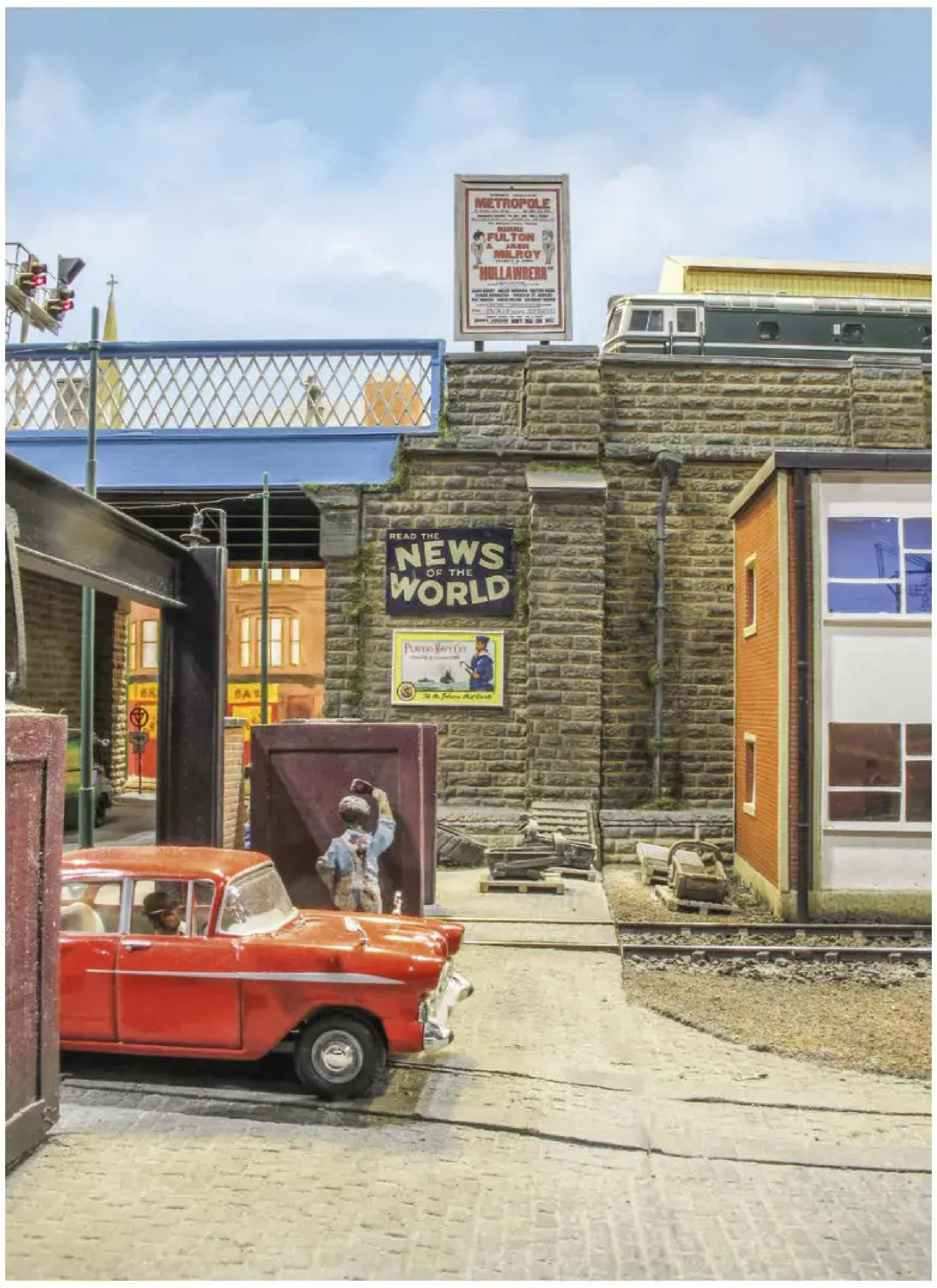


With the passenger lines being electrified, the engineers are out to check on the progress of work. Modernisation may be the current word, but how did Black 5 5025 manage to escape the painter's brush for so many years? They probably could not read the number under all the grime!



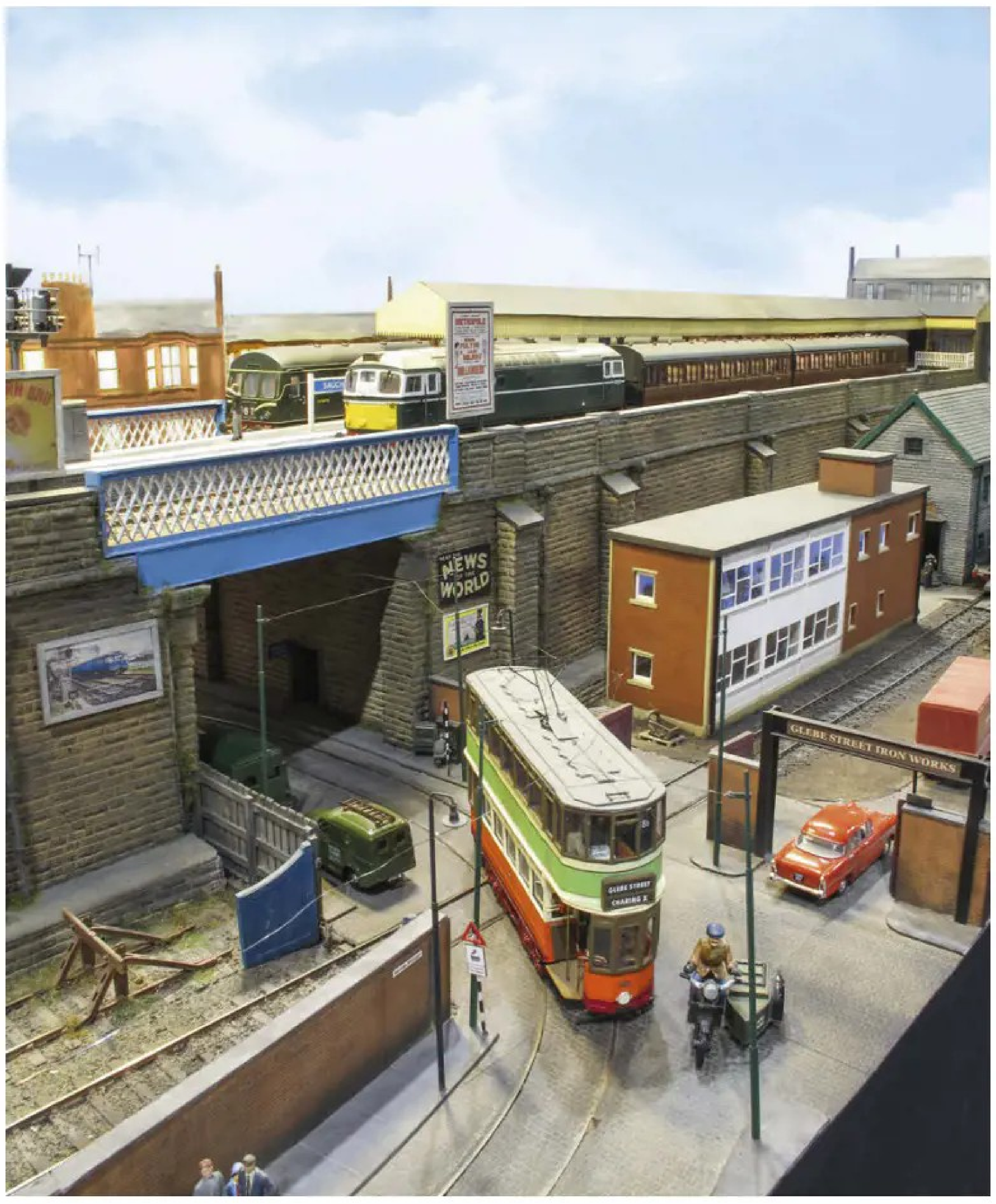
operational possibilities, and we had to make use of the double slip! It fell to me to come up with an idea, so with my father having been brought up in the Maryhill area of Glasgow, north of Partick and the SEC, and a supporter of Partick Thistle (the 'other' Glasgow football team), I devised a backstory for the layout. The backstory itself is longer than this article, so, extremely briefly, land was obtained from the local Church glebe land (hence 'Glebe Street') for the construction of an Iron Works, and matters developed from there.

The railway initially was a line serving the iron works and connecting with the Forth and Clyde Canal, a disused basin with a half-sunk barge being evidence of this one-time link. Urbanisation progressed. It started to have a passenger service, the goods yard developed, and ultimately the high-level passenger-only line was built to serve the local community of Sauchtonburn with the station named for that. It may seem strange that the layout is called 'Glebe Street' and not Sauchtonburn, but the goods yard is Glebe Street Goods Yard and observant viewers will see that the road at the front of the layout has a street sign 'Glebe Street'.

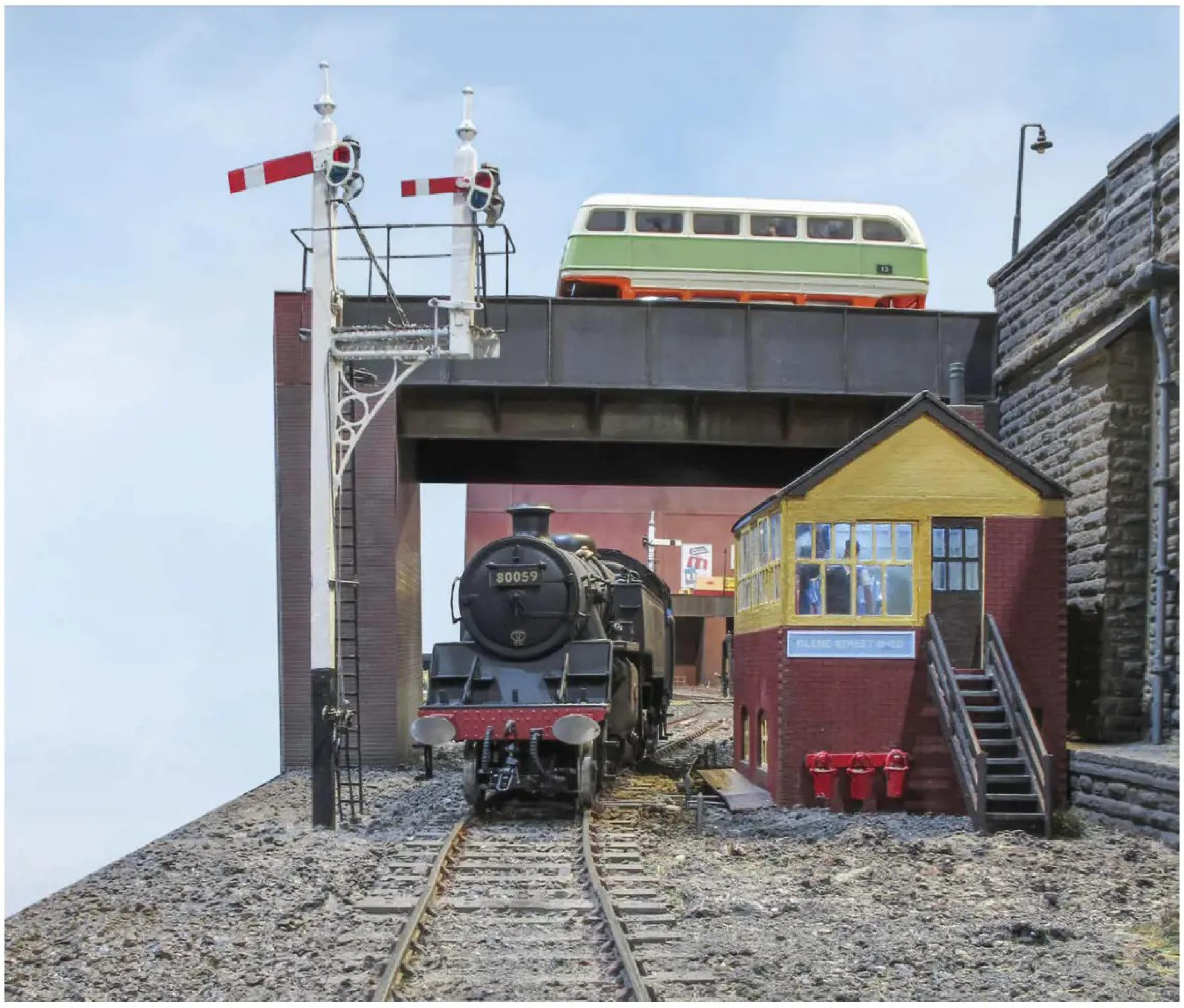


ABOVE: 80059 awaits its next duty after being coaled and watered. In the background, the bombed-out section of the row of tenements can be seen. It's actually a removable panel covering the gap between baseboards.

LEFT: Bill's been painting that gate for as long as anyone can remember! The cameo is a tribute to a member, Bill Hossack, who sadly passed, a painter by profession. His wife, Trish Hossack, is also a painter, but of the artistic type, and painted the red sandstone tenements on the backscene.



TOP RIGHT: D5331 is still awaiting the 'right away', but a Class 101 DMU has arrived from Queen Street. The tram and the motorcyclist have had a close encounter. The tram is meant to operate on a shuttle system; it always works in the club but never at shows!



BELOW: 80059 comes off shed and heads to the goods yard to pick up its train. S & T had better see to tensioning that signal, or someone will be 'on report'. A corporation bus heads towards the city centre – there always has to be a bus on the bridge!

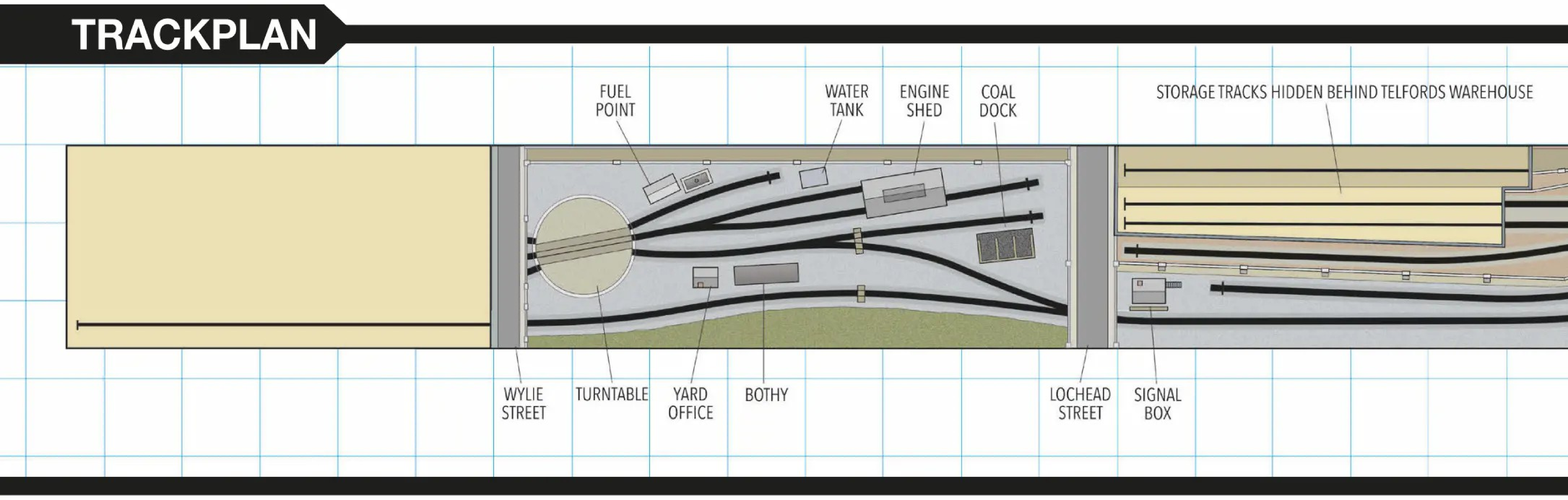
Transitional period

The layout is set in the early 1960s. We sometimes say June 1963, just to seem to be historically accurate – who said 'rivet counter'? So, 'Glebe Street' covers the final days of steam and the early days of diesel haulage, and there is also evidence of the coming of electric trains as the construction of the OLE can be seen on the high level. There is also a poster advertising the Glasgow Blue Trains at the side of the bridge under the station. Modernisation has also taken place already, with Westinghouse point motors and colour light signalling that resulted in the local signal box being closed, but, as frequently happens, it was recently repainted, so it is in remarkably fine condition. We do try to make stock appropriate to the time and area, but a little bit of 'modellers' licence' does creep in, probably most noticeably with a Black 5 in LMS livery and numbered 5025, reflecting several members' involvement with the Strathspey Railway, where the said locomotive graces the tracks.

Baseboard construction is of 6mm plywood sides, two layers with 15mm timber spacers, timber end pieces and a 9mm plywood top. The surface was completely covered with 3mm cork and painted a darkish brown before any track was laid. The high level, which is fixed to the main boards, is constructed of 9mm ply sides, again with a 9mm surface and 3mm of cork. It has meant the boards are heavier than was hoped, and with the high level being at the back, they are a bit one-sided with regards to weight distribution. Alignment dowels are used between boards, which are then bolted together. We don't use loose washers as invariably they get lost, but have metal plates screwed to the inside of the frames instead and we have found this system very effective.

Initially, there were five boards in total, 1.4m long and 0.8m wide. Originally, it was going to be four, but this was found to be too restrictive on the trackplan, and there are also two end boards, 0.3m long. One end contains the control panel for the high level and the other end was required as we use cassettes for stock and 1.4m was just not long enough. One board

TRACKPLAN



has slot-in legs at each end and is free-standing and the other boards 'piggyback' on to it with legs at just one end. It is a quick and reliable system and we can usually get the layout erected and up and running in a little over an hour after arrival at a show.

Different levels

One of the guiding principles of the plan was to avoid having straight track running parallel with the front of the layout. This could not be totally avoided and, in reality, there would have been no reason for all the gentle curves, but they do give the track layout a certain pleasing quality. On the lower level, there are a variety of sidings, and a loop is incorporated to allow for appropriate shunting, but the restricted layout can be and is intentionally challenging. One siding to the front of the layout accesses the goods shed, which was built so that an observer seems to be inside the shed, with all the various goods on display. Also visible is a rat heading towards the grain sacks. There are, in fact, three rats, the rodent variety, not the loco, on the layout - in scale terms, they are giant rats, worthy of a Steven King novel, but we don't look too closely!

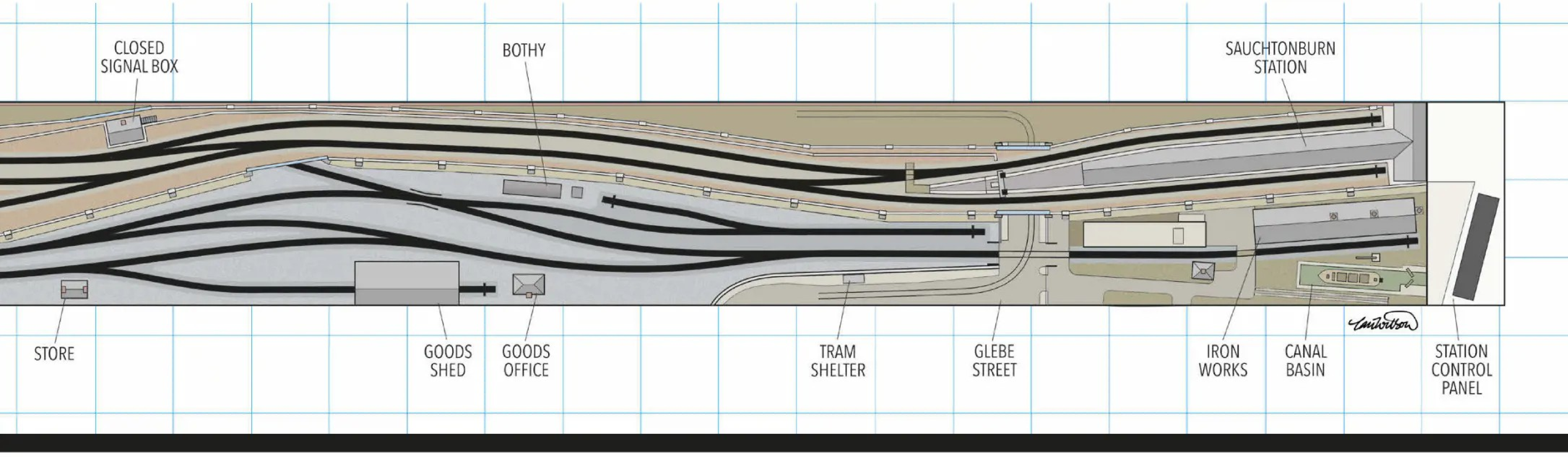
One line gives access to the Iron Works, still in operation as Cameron Steel and with a new design office. This track crosses Glebe Street to gain access to the works and should have a man with a flag come out when this occurs, but we have not been able to figure out how to make this happen, so we just use our imagination. However, there is also a Glasgow Corporation tram, which runs on Glebe Street from the front to the back of the layout - or there should be. It is meant to operate on a shuttle when trains are not crossing to and from the works, but although we have it working at the club, so far it refuses to work at a show. However, after a lot of work by one member, we think we may have now cracked it! As a point of interest, the tram carries a newspaper billboard saying 'Thistle wins cup' – we can but dream.

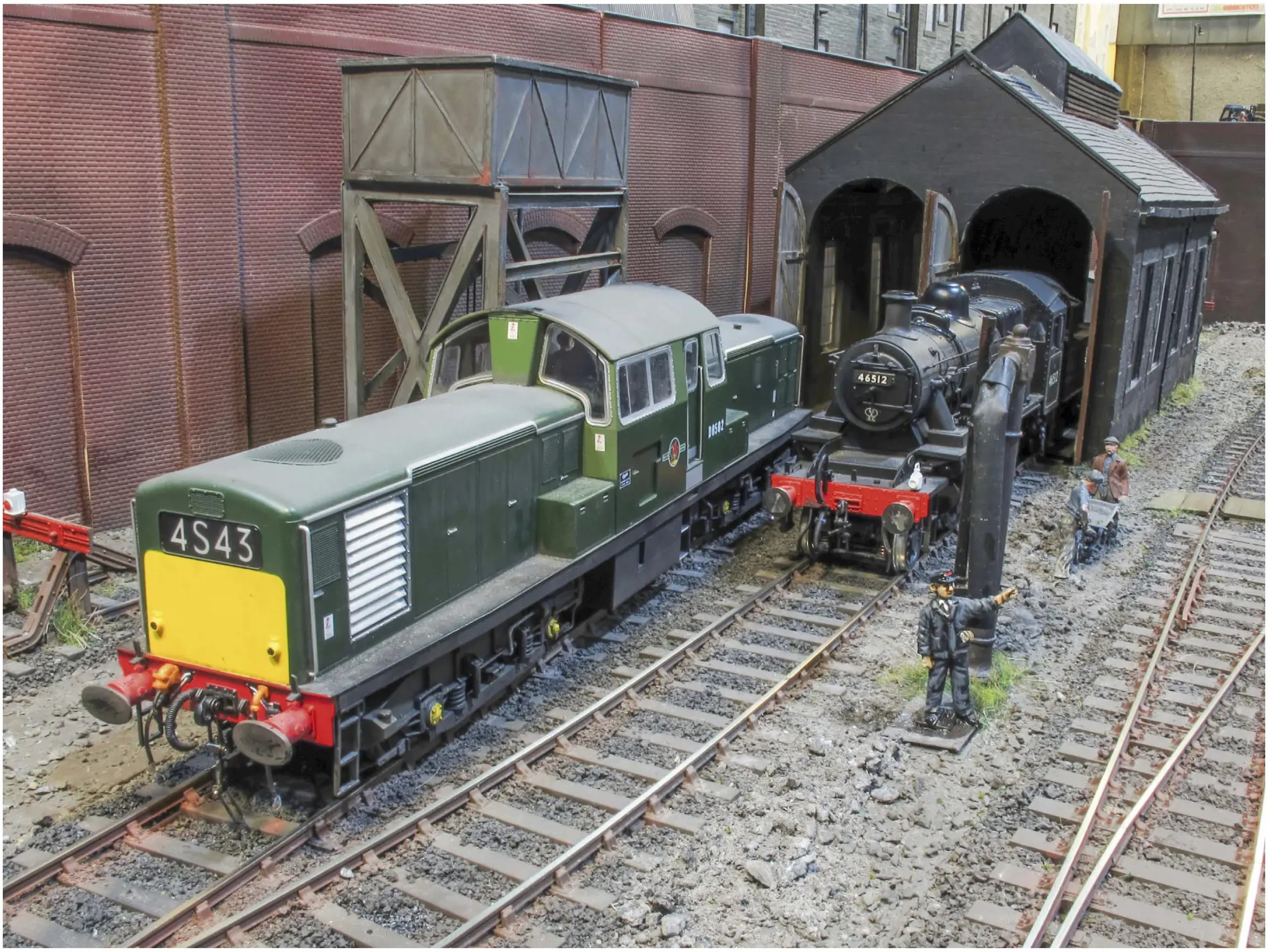
Access to the goods yard is via a tunnel under the high-level passenger line and features the previously-mentioned double-slip upon appearing into the daylight. Cassettes are used at the rear to supply the yard, as they are on the high level as well, with one member hidden behind the layout responsible for them.

Backscenes

The backscenes are quite different on the two parts of the layout. On the original section, an impression of Glasgow's red sandstone tenements was painted for us by the wife of one of our members, with the cassette yard being hidden by a large corrugated iron store, Telford's warehouse. Glaswegians of a certain age will recognise that name, as they will the names of the two streets bridging the line in the shed area, Wylie Street and Lochead Street. It does seem odd that the lines apparently disappear into a large building, but we have yet to come up with any better idea.

On the engine shed boards, the main part of the backscene is the back of some poorer quality tenements, largely in a run-down state. As this backs directly onto the shed area, there is little chance of any washing being hung out to dry, as it would end up being dirtier than before it was washed, so is basically for the '…weans playin fitba and getting a gelly piece thrown down to them by their maw'. For those who can't speak the local dialect, that translates as for the '…children to play football and getting a jam sandwich dropped to them by their mother'! As an interesting note, this backscene was created by two members, one a Celtic supporter and the other a follower of Rangers. Who says such harmony can't happen?





ABOVE: "Get yersel ower here, there's work needin dein!" The shed foreman calls for help to work on 2MT 46512 and Class 17 D8502, which have come on shed at the same time. The shed building used to be a single road shed on Cragganmore but was 'adjusted'.

MIDDLE RIGHT: Jinty J83 68479 has just delivered coal to the coaling stage.

BOTTOM RIGHT: A Class 101 DMU heads towards Sauchtonburn Station. Brought in to replace old loco-hauled suburban trains, it won't be long before it's also superseded by these fancy Class 303 'blue trains'.

The high level is a double-track line ending at the station with a central platform. There is also a siding accessible only from the station, where stock can be stored and is the domain of the station pilot. Trains can arrive at either platform, but usually Platform 1 at the rear of the layout. As many are loco-hauled, this then requires the train engine to detach and then the station pilot transferring the coaches to Platform 2, releasing the train engine so that it can run round onto the train ready for departure. DMUs also feature on the high-level and they can arrive and depart at either platform.

Track is Peco Bullhead Code 124 throughout. Operation of the high-level is from the end of the layout in a simulated signal box. The signal levers are simply double-pole toggle switches with extension bars fitted to look like the real thing, so long as you don't get too close.

The signalling diagram is operationally correct and was drawn up by a former member who is a signaller with Network Rail. The switching, which is fully interlocked, was constructed by a member who is a current signalling engineer with Network Rail. Unfortunately, this member has now moved to Yorkshire, so if we get a fault, the 'call out' fees could be substantial!

As the operator and the person in charge of the cassettes cannot see each other, communication is by block instruments and a telephone if necessary.

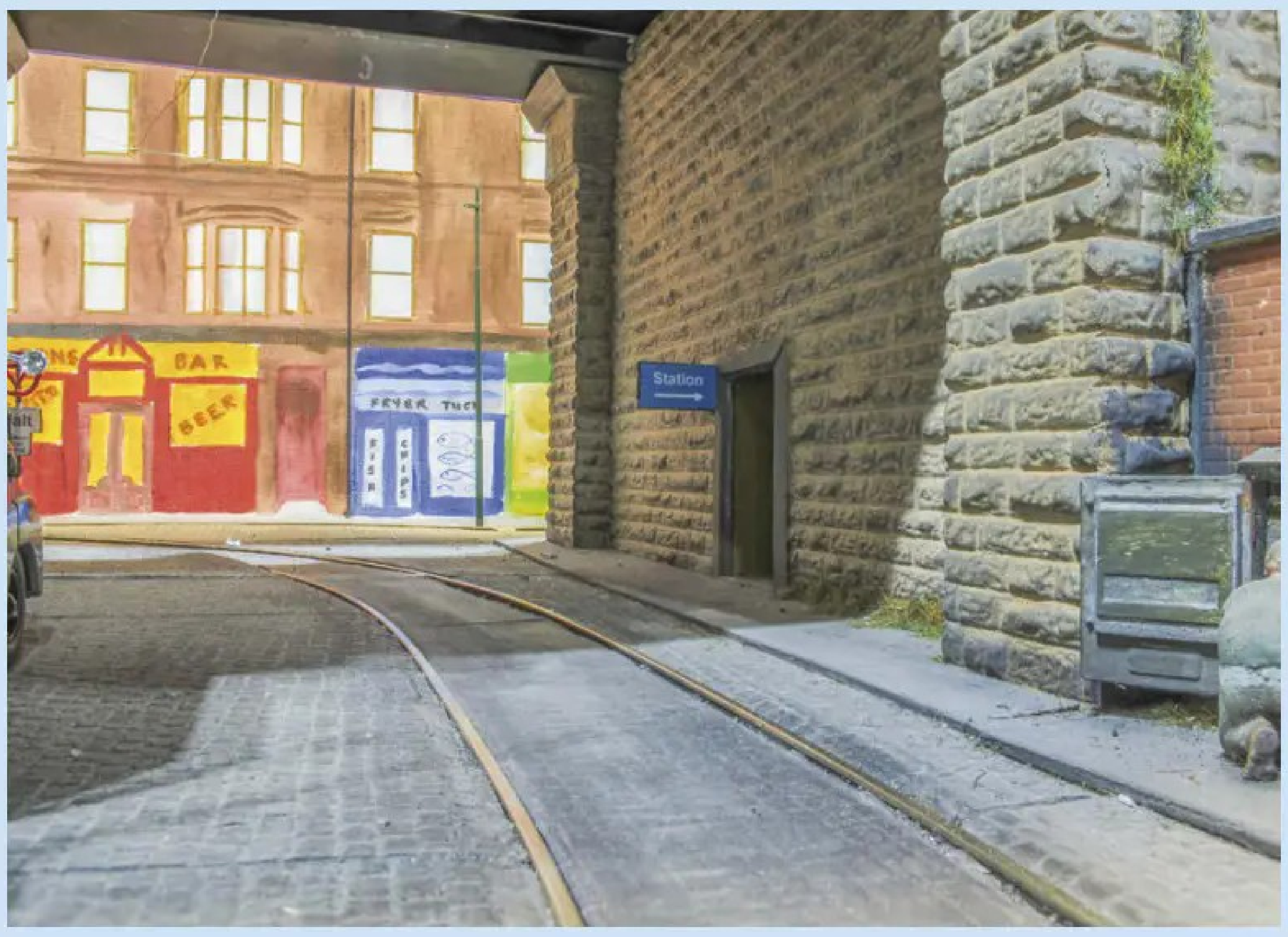
The layout is DCC-operated, the club having standardised on NCE, being a straightforward and reliable system. Wireless cabs are used whenever possible, but we have found on occasion at a show that if more than one such system is being used, they interfere with each other, so plug-in panels are available as a back-up. The goods yard is operated from the front of the layout, with all points being under the control of the operator and can be changed with recessed switches on the front of the layout. All points on the layout are fitted with Tortoise motors.

And that was where the story would have ended – but along came Covid!

Glebe Street Shed

Several members had commented that it would have been good to have a turntable on the layout, but with the restriction on the length, there just was not enough space. As lockdown continued, my mind started to think of possibilities, one of which was a separate engine shed layout, which could be self-contained but also connected to the main layout. On the main layout, the provision for linking to something else had been built in from the beginning as the small extension board to support the

TOP LEFT: Class 08 D3403 emerges from the gloom of the tunnel under Sauchtonburn Station into the light of Glebe Street Goods Yard. The newly installed colour light signal, which the signalman has forgotten to reset, is probably a good sign that the yard is due for closure!



MIDDLE LEFT: Looking under the bridge at Sauchtonburn Station, we can see the shops below the tenements on the far side. These tenements, being built of red sandstone, are 'up-market' compared to the tenements behind the engine shed. The entrance directly to the platform of the passenger station can also be seen.

> “As the operator and the person in charge of the cassettes cannot see each other, communication is by block instruments and a telephone if necessary.”

Class 20 D8321 heads along the goods only line from Bishopbriggs, passing in front of the engine shed on its way to Glebe Street Goods Yard, with a train of bogie bolsters.

TOP RIGHT: The turntable, being partly located under Wylie Street Bridge, shows the tight nature of the Engine Shed location. The other end has the Lochhead Street Bridge in a similar situation. Glaswegians, and others, may recognise the names of these two bridges, but probably in a different context!

MIDDLE RIGHT: The Class 20, having delivered its train to the yard, has left it in the care of the 08. The train is composed of three bogie bolsters, one with lifted rails, and the other two with girders for the electrification project, so a bit of shunting is required.

ends of the cassettes had the end of the siding at the front of the layout extending onto it, so by removing this board, we could connect directly to this siding.

And so, Glebe Street Shed was born. As lockdown was gradually relaxed, I was able to get to the club to build two baseboards, built to the same size and construction as the original. By the time they were built, we were able to meet in groups of two, so along with another member, after much discussion, a trackplan was devised, which included a turntable. Track laying commenced and by the time we were clear of lockdown, it was all laid and the turntable installed.

As mentioned, the line from the goods yard connected to these new boards and proceeded to the far end, ostensibly a goods line to Bishopbriggs. In keeping with the original concept, this line had a gentle curve built into it to bypass the grounds of Sauchtonburn House according to the now-extended backstory and links to another cassette yard at the far end. This does create the option for yet another extension should we feel the need. The shed area is accessed by a point off this line and the shed itself is reached by a kick-back from the turntable. No major works are carried out in the shed. It is simply a servicing area with coaling, watering and ash disposal facilities. There is also a small diesel fuelling area accessible via the turntable.

> “Although it comprises a mixture of club and members’ stock, we do try to keep to this time period and items that would or could have appeared around the area at that time.”

A ‘Bubble Car’ awaits the signal at Sauchtonburn Station. While all other signals, colour light and semaphore were scratch- or kit-built, this unit was commissioned from Absolute Aspects and really looks the part, especially when seen from the other side.

ABOVE "Ah'll be glaed to see the back o' these steamers, ower much ash. Diesels is better!"

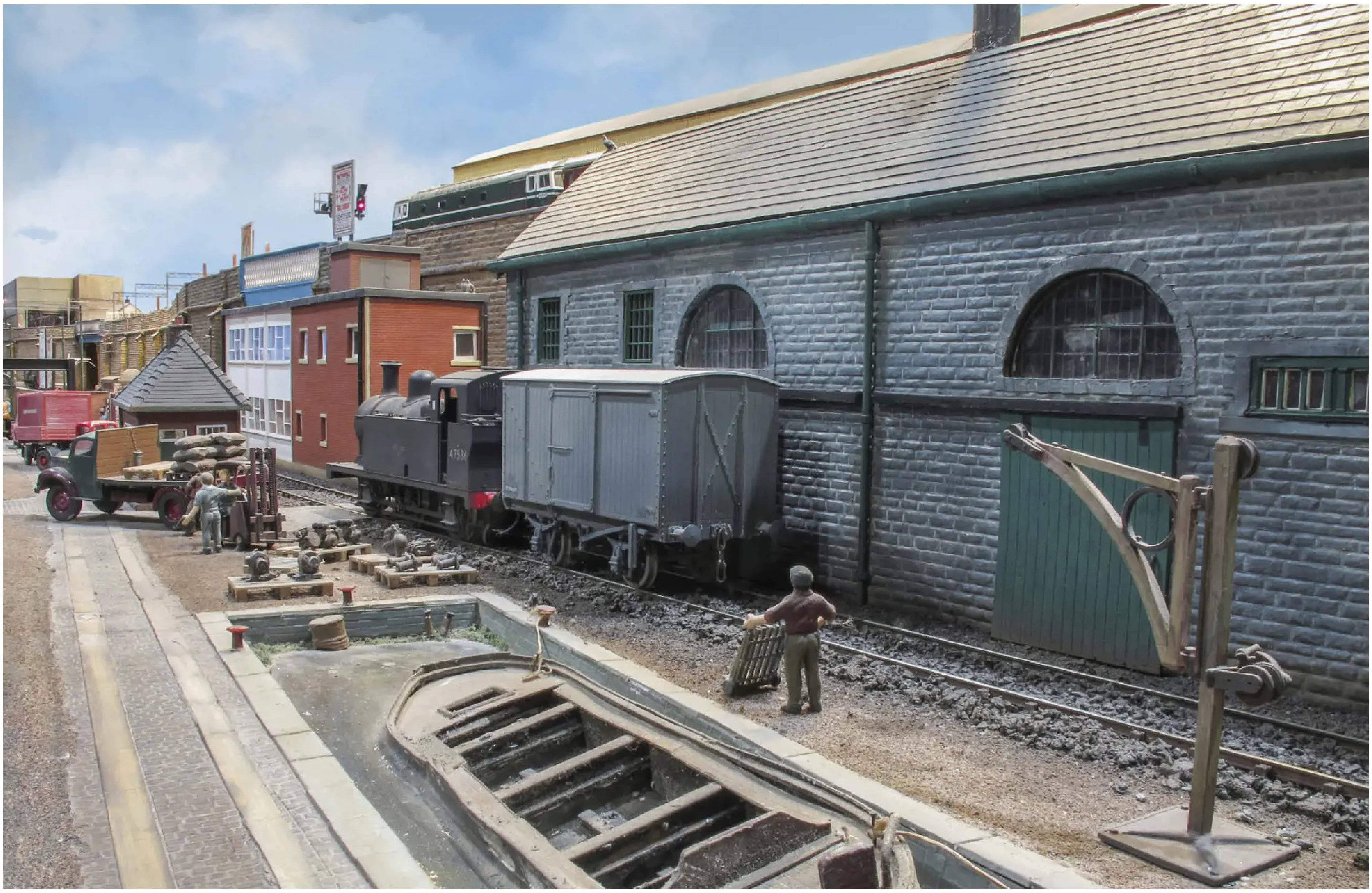
MIDDLE RIGHT: D2597 has just brought a full coal wagon to the coaling stage. Point rodding and signal wire posts are all in place, though the signal wire was a bit too 'fiddly' to fit and was frequently broken. However, the ground signal does work.

BOTTOM RIGHT: Two boys argue over who owns the 'fitba', oblivious of the traffic. But shouldn't they be in school anyway?

Key structures

Buildings are from a variety of sources. On the high level, the signal box and the station awning are laser-cut kits, the awning having been adapted from several kits to cater for the curved platform and the 'T-shaped' nature of the end. The goods shed and the old foundry were scratch-built by one member, the new design office by another and the foundry entrance office and sunken barge by yet another, with other buildings coming from the previous layout. One curious building is the very small shed by the good shed, which has two chimneys, one immediately above the entrance door. Once construction of the layout had been started, research showed that there had been a Glebe Street station south of the Clyde many years previously. One photograph showed this building as being the main building of that station, so a model of it had to be included. Why is there a chimney above the door? Who knows?

The engine shed building was from our old layout, 'Cragganmore'. Originally a single-track shed, new ends were constructed to make it double-track, with one track being a through road. The water tank and crane were also from 'Cragganmore', but other buildings were built for the layout. This included the signal box, which, when exhibited with the rest of 'Glebe Street', is in a very sensible position, but when just the shed is exhibited, it exists between a tunnel and a bridge and the signals can only just be seen by a driver once emerging from the tunnel. Presumably, there are repeaters at the other end!



Semaphore signals, also reclaimed and adapted from 'Cragganmore', are used on this section of the layout and are operated using 'bouncing' circuits and servos. The ground signal is also operational – but nobody, including operators, seems to notice!

Scenery was and continues to be a matter for debate amongst members involved with the layout. "It's an industrial and somewhat rundown area of Glasgow, so there will be nothing green.", versus "There will always be weeds and moss even in the most rundown areas." Of course, a compromise was reached with weeds around the bottom of walls and even some overgrown waste ground on the shed boards with the remains of a stone wall remaining from the walled gardens of the long vanished Sauchtonburn House.

Busy operations

With the layout set in the early-'60s, this allows for quite a variety of stock to be used. Although it comprises a mixture of club and members' stock, we do try to keep to this time period and items that would or could have appeared around the area at that time.

Locos are a mixture of Dapol, Heljan, San Cheng and kit-built vehicles with steam locos, including Jinties, a 2MT tender and a 2MT tank, a 4MT tank, a couple of 4Fs and the Black 5. Diesel stock comprises Classes 26, 20, 17, 08, 05, as well as two 101 DMUs. Others do appear, but one regular that is totally out of place in both geographical and time terms is a Webb Coal Tank. This was the first O gauge loco bought by the club and is a very reliable runner, so it just has to be there.

SAUCHTONBURN

ABOVE: Jinty 47332 is set to depart from the Iron Works with a loaded van. The new Design Works building shows that the works are still doing well, but the half-sunken barge in the old canal is a remnant of early days before the works were served by the railway.

MIDDLE LEFT: There is quite a wind at the end of Sauchtonburn platform and the lady of the manse holds tightly on to her hat as she waits for her train into the city for the monthly Ministers' Wives' Meeting.

BOTTOM LEFT: Evening comes on and the train and station lights have been switched on. A family just arrived on the train is in a discussion, possibly deciding if they will go for fish suppers or just head for home.

TOP RIGHT:
"That's me done for the day". A trackworker heads to hand in his tools and then home, while the yard shunter, 56038, quietly awaits its next job. Someone really needs to fix the catch on the lavatory door!

MIDDLE RIGHT:
"Is that oor caur, Pa?" Asks the wee girl of her dad, though dad does not seem so sure ('caur' – Glaswegian for tramcar).

BELOW:
56038 has got its next job, propelling a van across the road and into the Iron Works to be loaded with newly made castings.

BRITISH RAILWAYS
56038

GLEBE STREET
CHARING X
283

As well as the DMUs, passenger stock comprises two Darstaed 2-coach suburban sets and a Heljan inspection saloon. The goods stock consists of an eclectic selection of vehicles that would have been seen at the time, from ex-LNER and LMS stock to what would have been being introduced at the time. Most are kit-built, plastic and metal, but there are a few RTR wagons as well.

All vehicles are weathered, some heavily, others less so dependent on their age.

What's next?

Provision has been built in so that possible future extensions could be added, but nothing is planned at present, yet who knows what might happen? Members' time is focused on completion of another O gauge layout, 'Ashgrove Sidings', left to us by another member who passed away a few years ago, and to the conversion to DCC and upgrade of the Club's large OO layout 'Strathheldon', as well as various other projects.

As will have been gathered, the whole layout has seen contributions from many members of the club, some making a large contribution and others a smaller one.

Although sadly some are no longer with us, in alphabetical order (and hopefully I have left no one out), thanks are due to Andy, Alastair, Arry, Barrie, Ben, Bill, Brian, Duncan, Hamish, Jim, Joe, John, Malcolm, Mark, Mike, Trish, plus many others for 'helpful' advice! ■

BRITISH RAILWAYS
56038

COMMUNITY

EDITOR'S COMMENT

I have been contacted by quite a few people this month discussing the various fundraising efforts being carried out around the hobby, and it served as a very apt reminder of how important model railways are.

Some of the incredible fundraising efforts are detailed in this section, including the incredibly moving story of a teenage boy called Jamie, who is bravely battling a rare form of cancer. Accurascale is also doing its bit for teenage cancer and announced this month a new charity loco, called *Teen Spirit,* in support of Teenage Cancer Trust—the UK's only charity dedicated to supporting 13–24-year-olds with cancer. Ellis Clark employee, Andy McIntosh, is also climbing mountains for a fantastic mental health charity, and that is just a few of the great initiatives going on at the moment.

It sometimes takes stories like this to make you sit back and reflect on what a wonderfully collaborative hobby we have and how positive it can be for your mental health and also socially, as many join clubs in a way to combat loneliness.

Collectively, we can achieve great things and make a difference, and that spirit is also reflected in the models we create, which are often the result of a team effort. Our lead layout this month, 'Glebe Street', demonstrates this perfectly, as the club worked together to find a new challenge.

It also takes a team of people to put this magazine together each month, and we hope you are entertained and inspired by the practical features, great layouts and other articles we feature. If there is anything you would like to share with us, or any ideas for future articles, charity-inspired events, or milestone achievements, please let us know by emailing **brm@warnersgroup.co.uk**

In the meantime, please help in any way you can and support some of the great work going on in the hobby.

Enjoy the magazine.

Debbie Wood

WEEKEND PLANS...

Leeds Model Railway Society Exhibition 2025
Held at The Grammar School at Leeds, Leeds LS17 8GS, the show will feature 20+ layouts, plus well-known traders and societies. There will be plenty of car parking available and doors open at 10am both days, with an adult ticket costing **£10, accompanied children are free.**
DATE: October 25-26th, 2025

Westbury Model Railway Show
The West Wiltshire Gauge O Group's show will be held at The Paragon Hall, Westbury, and will feature a number of layouts in O and OO, plus a handful of traders and an interactive layout for children to operate on. An adult ticket costs £6.00, with children costing £2.00 to enter.
DATE: Saturday, November 1st, 2025

Industrial & Narrow Gauge Model Railway Exhibition
Heart of England Narrow Gauge Modellers presents the Industrial & Narrow Gauge Model Railway Exhibition, held at the Rugby Indian Association in Rugby. Around 20 layouts are expected, from 009 to SM32, with trade support from Tony's Trains. An adult ticket costs £5, with accompanying children free to enter.
DATE: Saturday, November 1st, 2025

Solihull Model Railway Circle
At St. Mary's Church Hall in Solihull, this one-day show will open its doors at 10am and offer a mix of layouts in a number of gauges, plus trade and society stands will be in attendance. Adults cost £5.00 to enter, with children's tickets costing £3.00.
DATE: Saturday, November 8th, 2025

Alsager Railway Association Crewe Exhibition 2025
Held at Legends Conference Centre, Bentley Motors Ltd in Crewe, the Alsager Railway Association's annual show is back again in 2025 and showcases over 10 layouts and a number of well-known traders and manufacturers. Admission costs £10, with accompanying children free.
DATE: November 8-9th, 2025

CHARITY EXHIBITION PLANNED

A teenage boy battling a rare cancer has been receiving life-saving treatment abroad, funded by public generosity, which has already raised more than £300,000 in donations.

Since June this year, Jamie has been staying at a medical clinic in Germany and needs at least another £300,000 to continue his treatment and receive the major immunotherapy vaccine he needs to survive.

As part of Market Deeping MRC's outreach charity work, alongside other local clubs, we've offered to hold a modelling exhibition to help raise funds, which is still in a planning stage, but likely to take place in Langtoft, Lincolnshire, in the new year, so spread the word!

To visit Jamie's fundraising page, go to: **gofundme.com/f/lifesaving-cancer-treatment-for-jamie**

Bill Sowerby

TRACTION 300

Andrew Overton has supplied this information with regard to the photo on Page 91 of Traction 300 (BRM September). The train is not heading for Bristol because 1B72 was the 14:30 Paddington to Paignton. The train is not ready to leave Paignton as it is standing at the south end of the station and has just arrived. The date of the photo is June 17th, 1972, and the Western is D1035. The Class 31 No. 5837 was attached at Taunton for the South Devon banks because the Western was running on one engine. Details can be found on this website. **ww.railgenarchive.co.uk**

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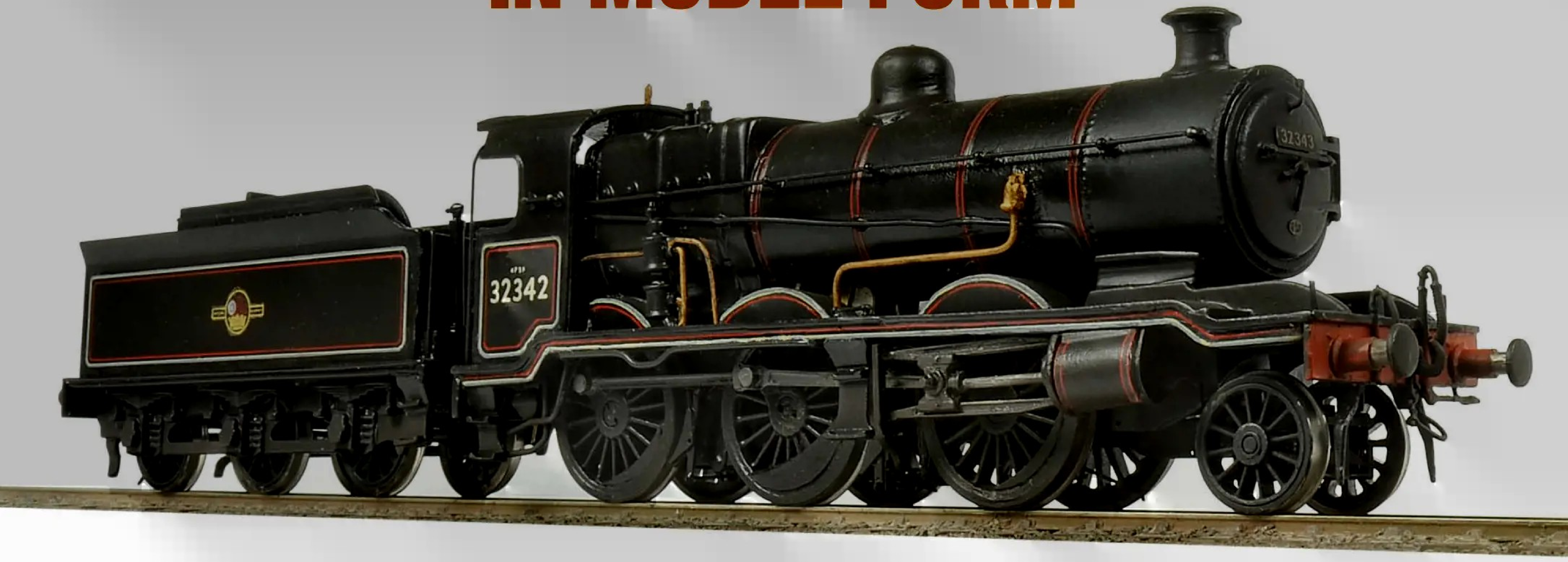
IN MODEL FORM



Regarding the prototype piece on the SR K Class in this issue, I've enclosed a shot of a model one built from a Nu-Cast & Partners kit, started by a friend. He got a bit bamboozled by it, so I completed it and Geoff Haynes painted it. **Tony Wright**

NEW SPONSOR FOR NEC

We are delighted to announce that Footplate is to sponsor The National Festival of Railway Modelling, taking place over the weekend of November 22nd and 23rd at the NEC in Birmingham.

The exhibition is the UK's biggest railway modelling show and one of the most anticipated events in the modelling calendar. With over 60 of the UK's best model railway layouts and more than 120 traders, clubs and societies, it's clear to see why this show is considered the country's best.

Footplate has confirmed that it will be bringing something special to the show, its famous 'Pre-Owned Jamboree'.

Richard Barnett, owner of Footplate, said: "The Jamboree is always a highlight wherever we go, packed with quality models at great prices, and The National Festival of Railway Modelling will be no exception. Whether you're hunting for a rare gem, adding to your layout, or just after a bargain, there'll be plenty to explore on the Footplate stand."

Richard went on to say: "We're genuinely excited to be sponsoring the show. It's a fantastic event that showcases the very best of the hobby, and we're looking forward to meeting customers old and new while giving them a taste of our Pre-Owned Jamboree in Birmingham."

Tickets for The National Festival of Railway Modelling are now on sale! If you buy your ticket in advance, you save £5.50 on the pay-on-the-day price and you get a car parking discount, which means you pay just £10 (it's £18.95 if you pay on the day!). Pre-booked ticket holders also access the show from 9.30am (10am for everyone else).

Head to **www.nfrm.co.uk** for more information and to book your ticket!

HORNBY
Santa's Express
RECHARGEABLE BATTERY OPERATED TRAIN SET

CHRISTMAS COME EARLY!

Ho Ho Ho! The new Santa's Express train set from Hornby, complete with festive wagons and a circle of track, will keep children and adults entertained for hours on end and we are giving one lucky reader the chance to win one.

Inside the box:

1x Battery Operated Locomotive
2x Wagons
1x 1st Radius Circle Track
1x USB C Charging Cable
1x Instructions

Head to **www.world-of-railways.co.uk/competitions** and answer our simple question to be entered into the draw!

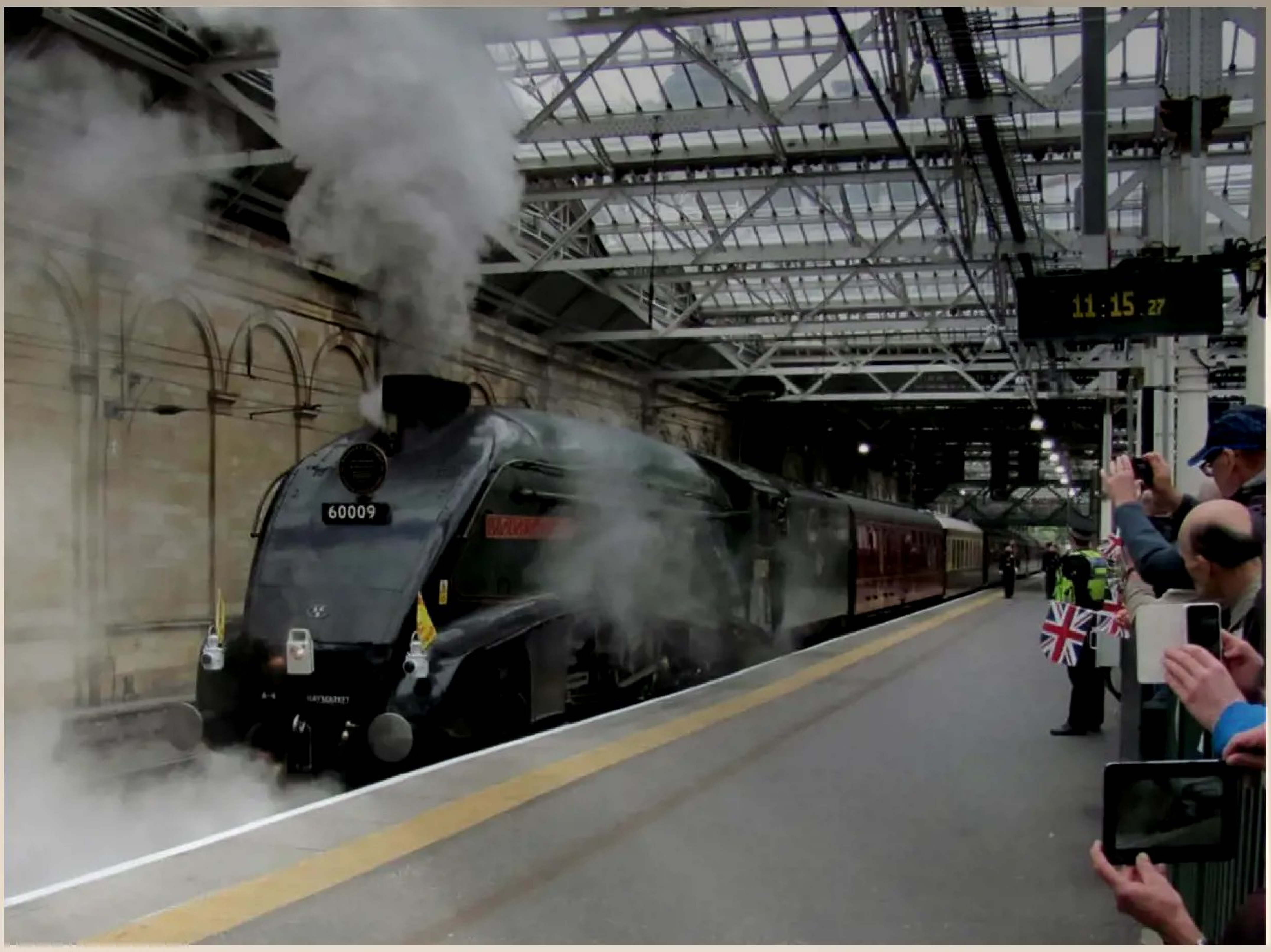
TREK FOR CHARITY

Ellis Clark's Andy McIntosh will be challenging himself to a 500-mile hike from Lausanne to Siena for Mind Over Mountains, a fantastic mental health charity that helps people through difficult times by getting them into the Great Outdoors.

The massive 20-day charity walk includes the challenging ups and downs of the Italian Alps.

To find out more and donate, head to: **www.justgiving.com/page/andys500miles**

ROYALITY AND RAILWAY



Exactly 10 years ago, at 11.15am on September 9th, 2015, Gresley Pacific No. 60009 *Union of South Africa* makes a powerful exit from Edinburgh Waverley station, setting off with the 'Royal' train bound for Tweedbank.

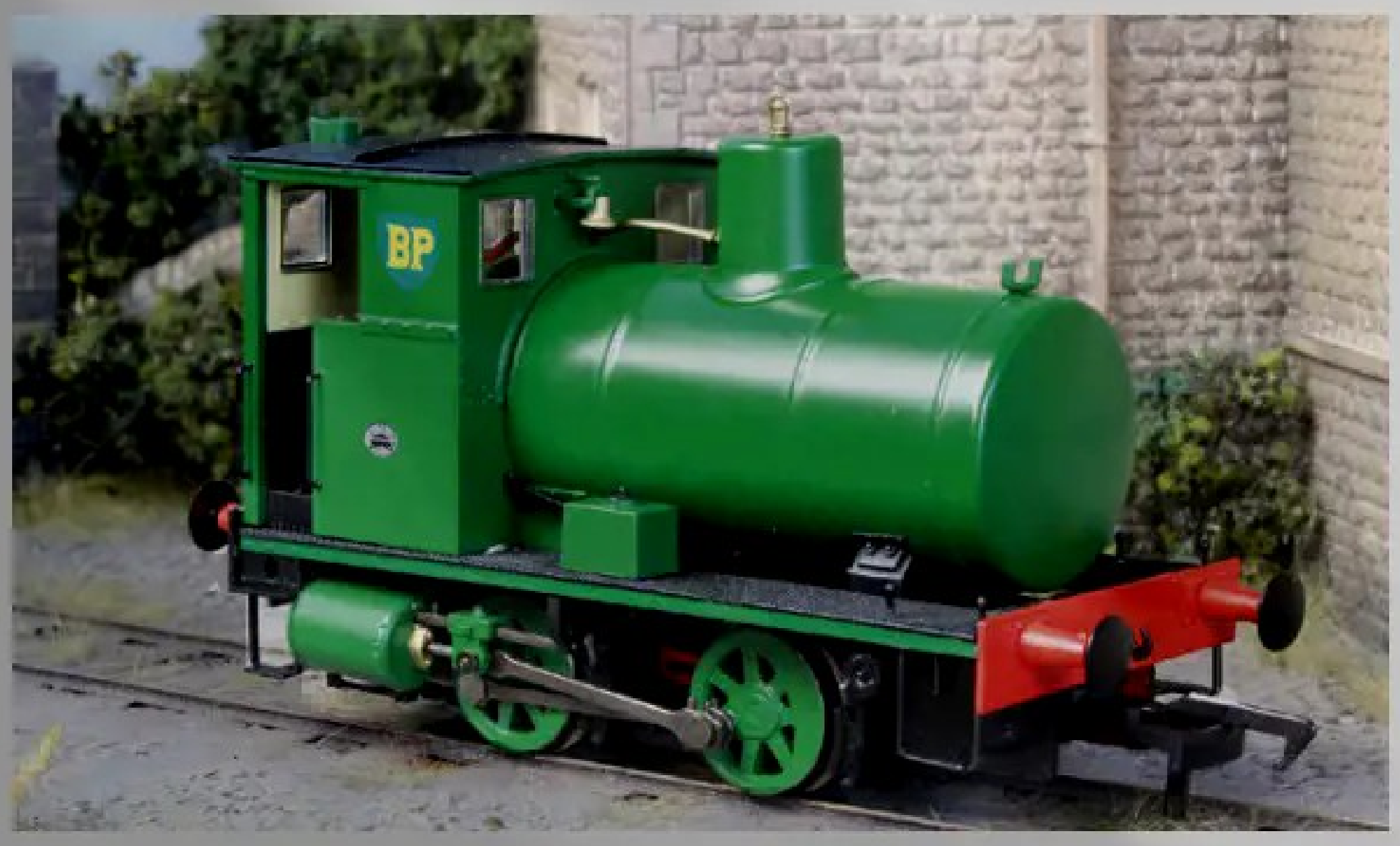
Her Majesty, The Late Queen, made Royal history by becoming the longest reigning British monarch on the day she boarded the special train from Edinburgh to Tweedbank in the Borders when she officially opened the Borders Railway.

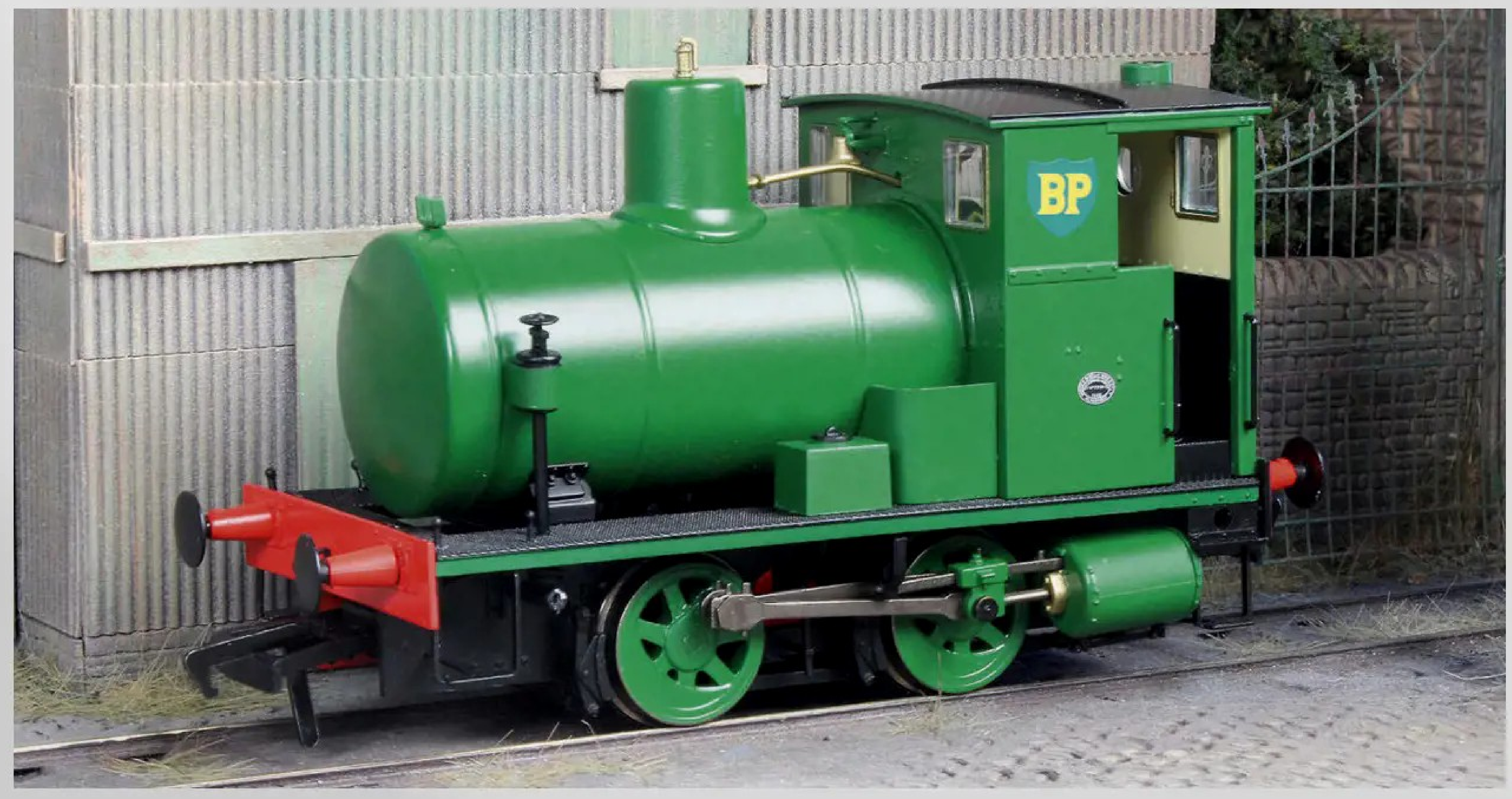
Ian Lamb (picture copyright: Eric Kidd)

BP FIRELESS LOCOMOTIVE SAMPLES

Working samples of the latest World of Railways Limited Edition locomotive, the OO gauge BP Fireless, have arrived, with delivery expected late October/ early November! Exact dates are yet to be confirmed.

We have chosen a livery that would be appropriate for modellers to use in private sidings; maybe an oil terminal or chemical plant? Another consideration in choosing this livery would be the easy removal of the BP logo, giving an ideal base to work from for your own colour scheme.

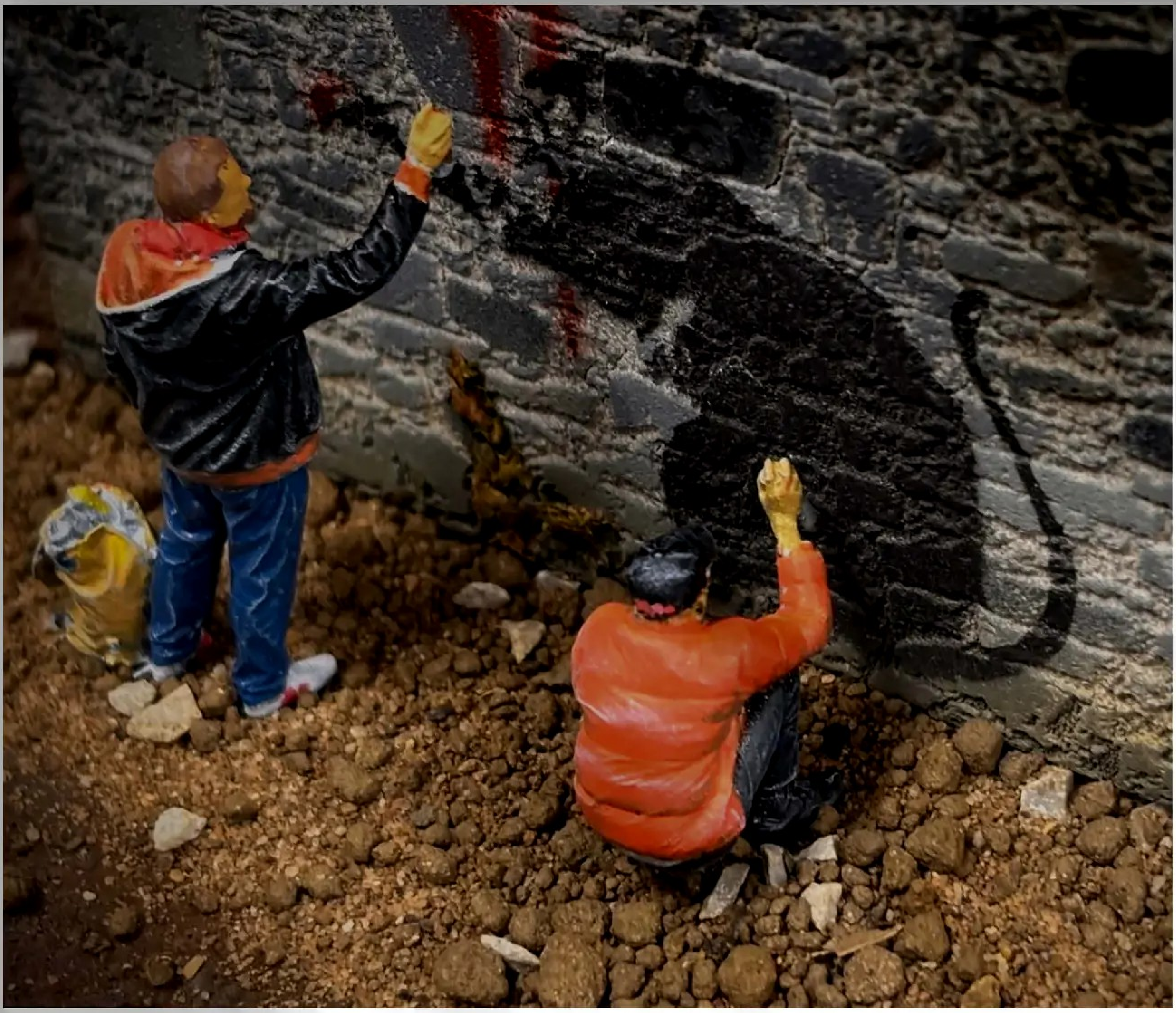




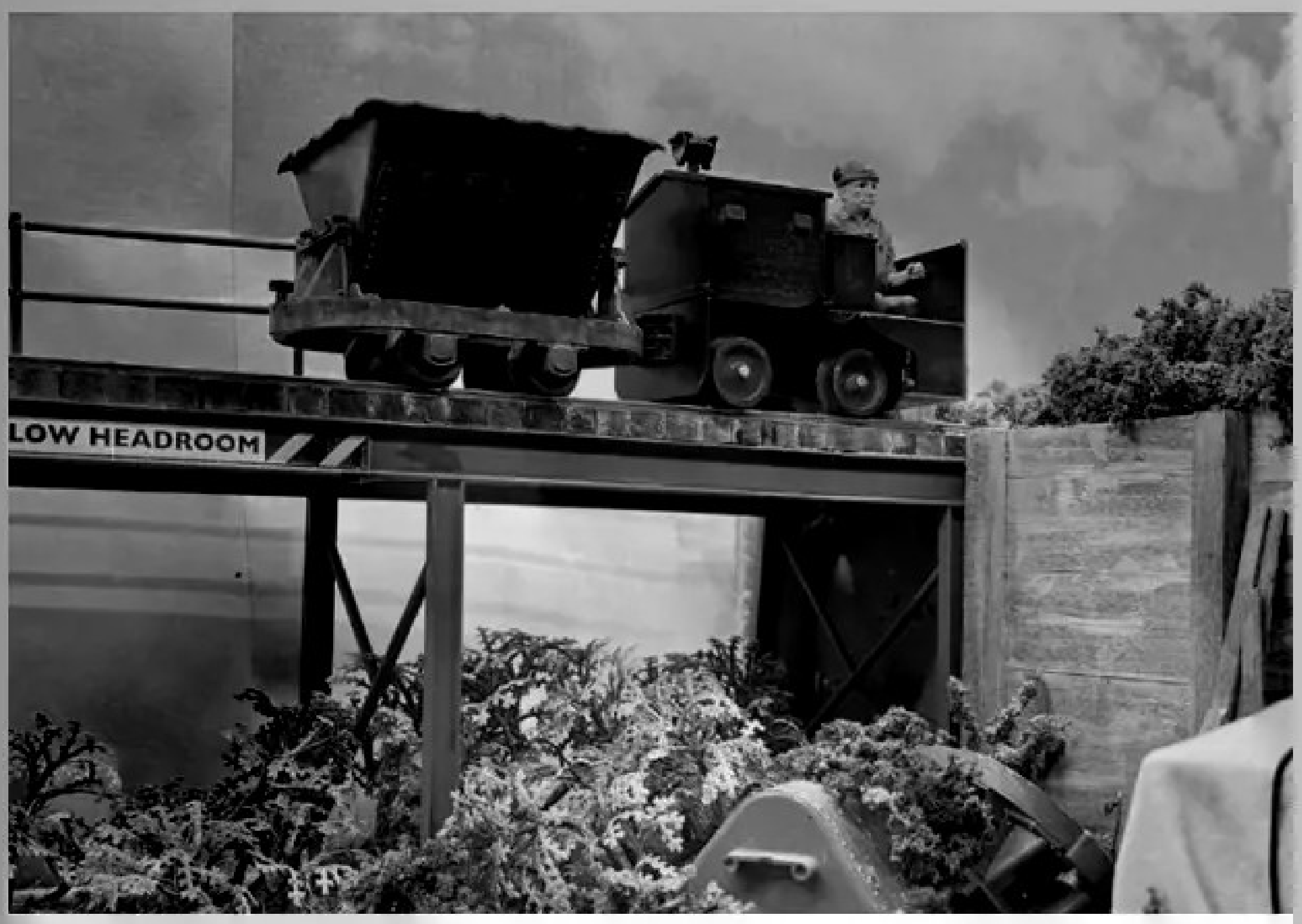
Our model includes the angled reservoir supports and early-style buffer guides with a reducing valve. Due to size constraints, the model will have an E24 decoder socket, which is an emerging standard for small models.

There are two versions available: the DCC-Ready model is £139.95 plus postage, and the DCC-Sound model is £249.95 plus postage. Both are available for pre-order now but are limited, so likely to sell out soon. Order your model by visiting: **worldofrailways.hooluh.co.uk/locomotives**

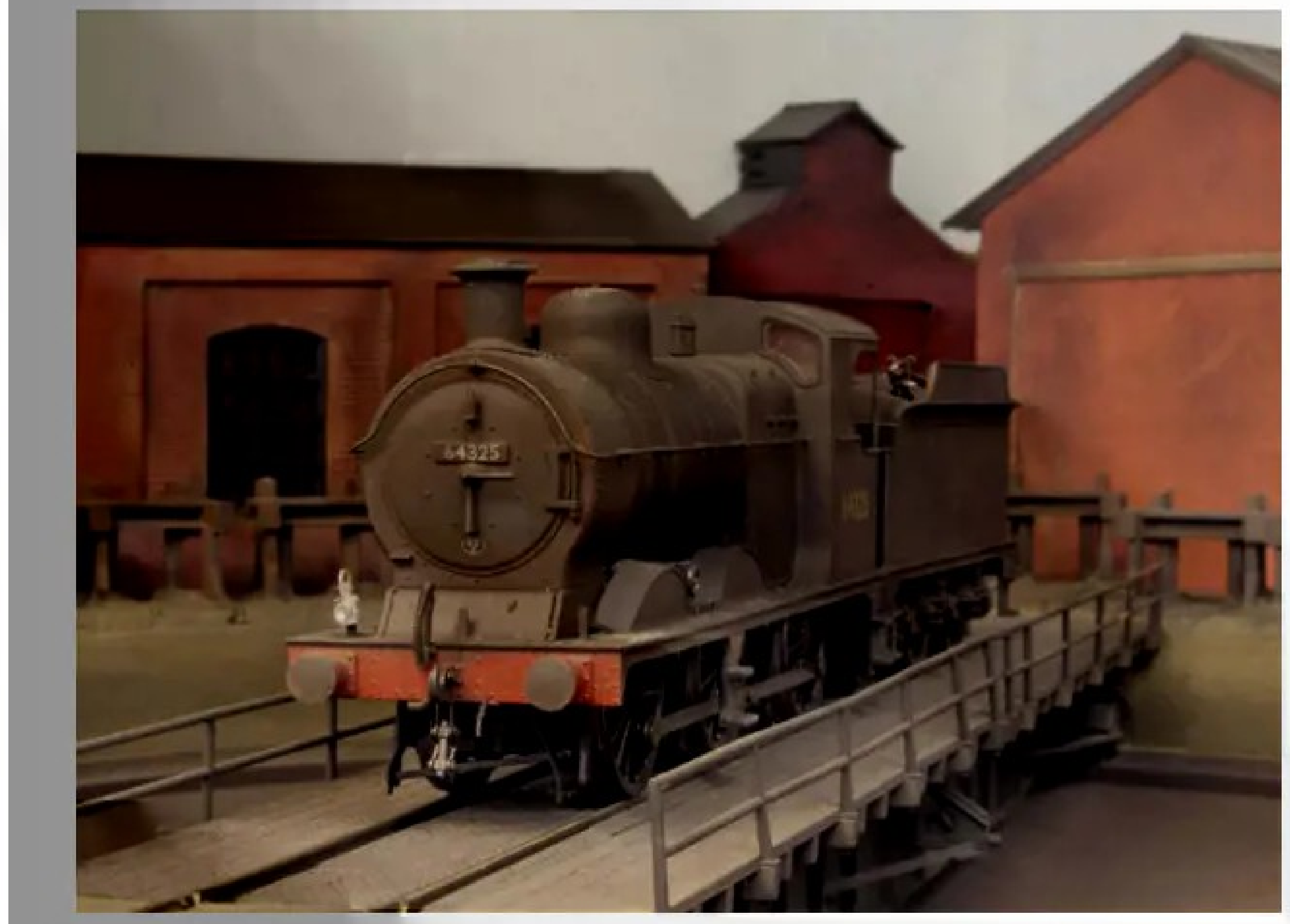
Inspirational modelling with RMweb



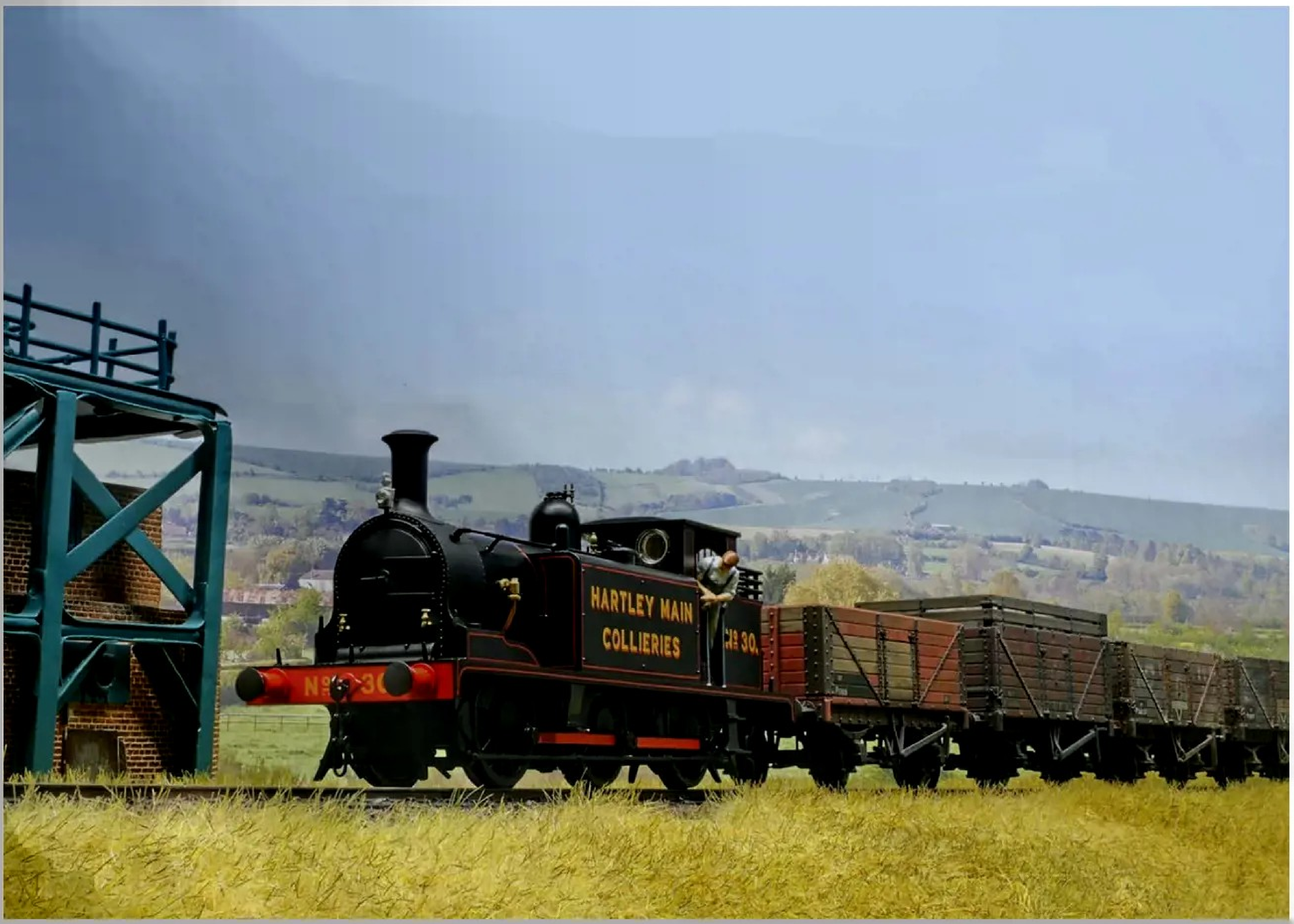
These Modelu figures were primed with an aerosol and dry-brushed at the finish, but all of the colours are applied with the AK Real Color Paint Markers. **RMweb user: Bunters Yard**



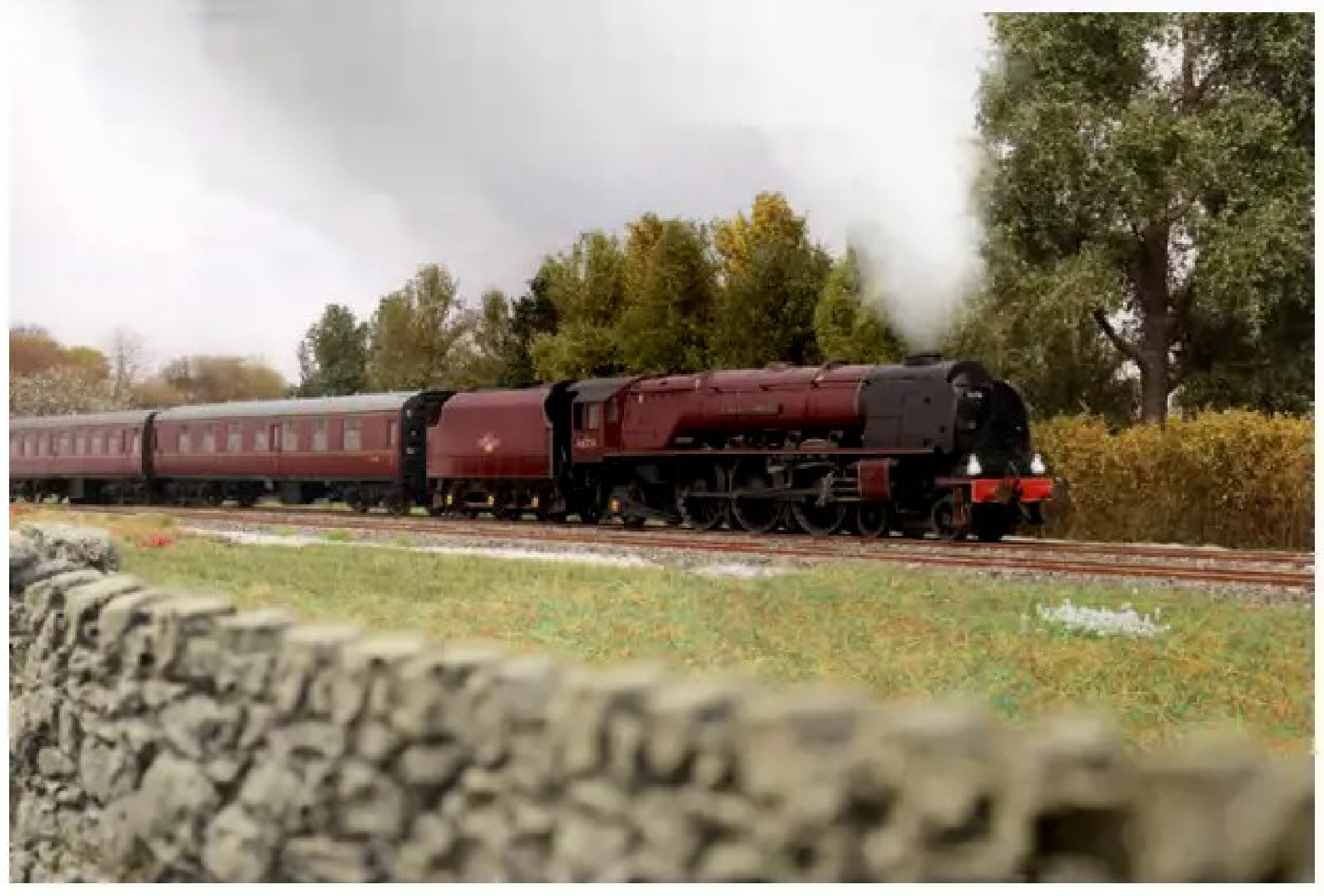
A LocoRemote kit for a folding cab Clayton is a new addition to 'Bontoft's', my 16mm scale sand loading micro layout. **RMweb user: Ian Holmes**



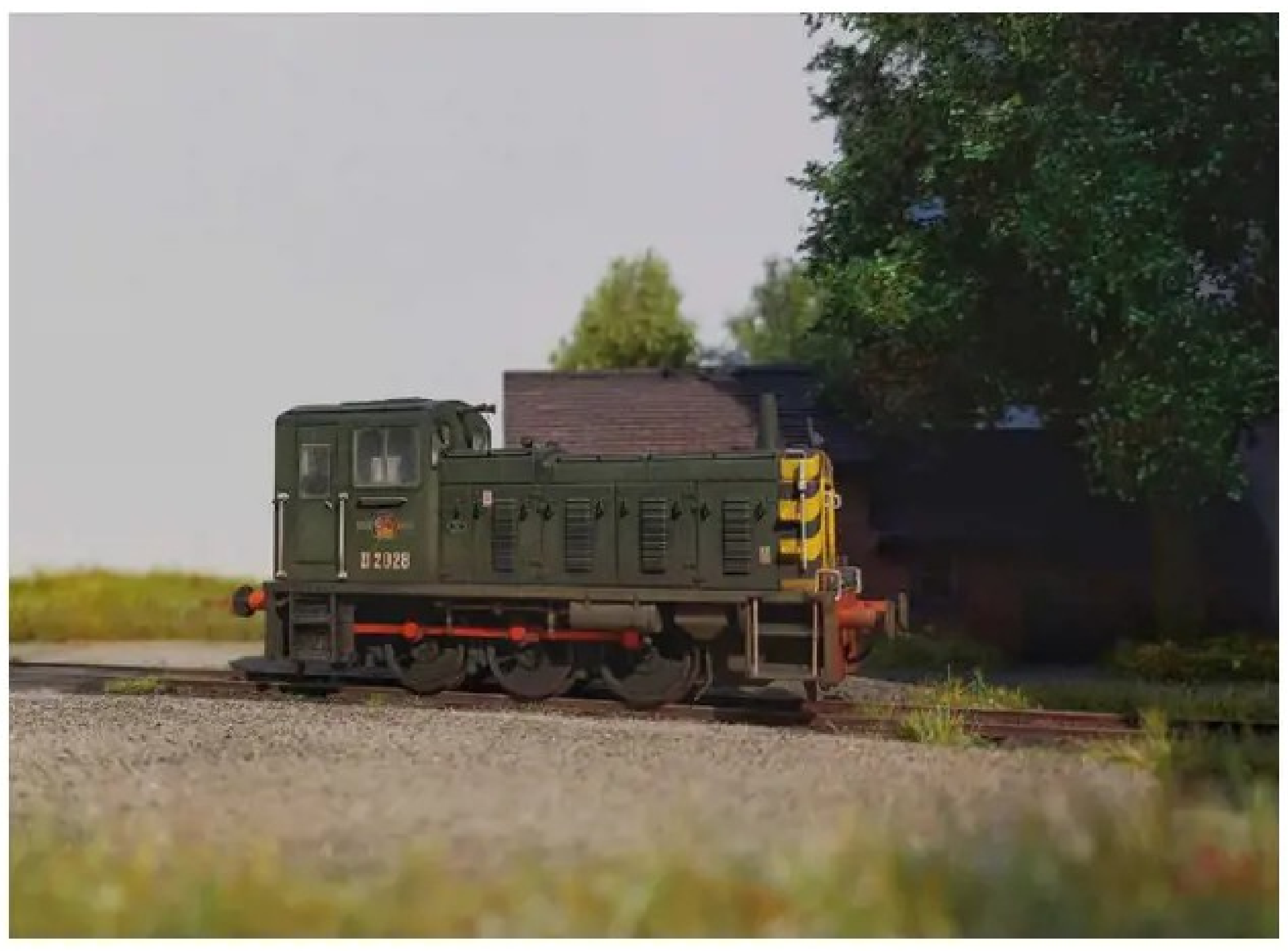
A Bachmann J11 on a Heljan turntable. **RMweb user: 92912**



Having taken the identity of Hartley Main Colliery No.30, former LB&SCR Class E1 0-6-0T, No.107 *Alderney* draws a rake of empties back to the pit head for loading. **RMweb user: SDJR7F88**



Sir William Stanier choo choo train. **RMweb user: Cuthbert 80**



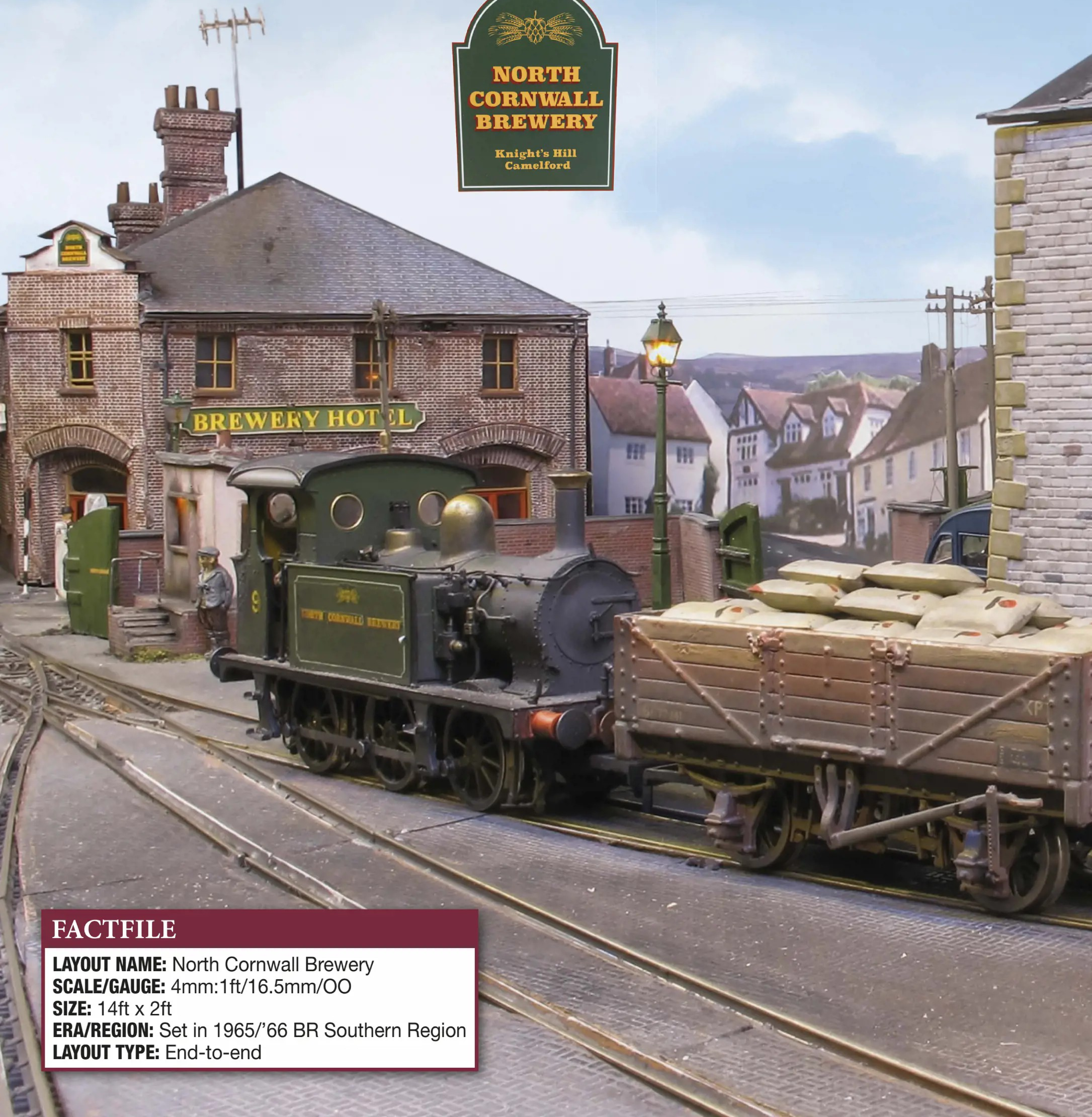
Norman Lockhart captures D2028 basking in the sunshine at Ewe. **RMweb user: NHY 581**

ATMOSPHERIC

Set during a time of big change, weathering and lighting help paint a realistic picture of this pretty corner of England, which is running on borrowed time.

Words: Malcolm Briggs **Photography:** Phil Parker

NORTH CORNWALL BREWERY
Knight's Hill
Camelford



FACTFILE

LAYOUT NAME: North Cornwall Brewery
SCALE/GAUGE: 4mm:1ft/16.5mm/OO
SIZE: 14ft x 2ft
ERA/REGION: Set in 1965/'66 BR Southern Region
LAYOUT TYPE: End-to-end

The company's second-hand P Class loco pushes a truck loaded with bags of hops past the original 1850s brewery building (now the administrative offices). The nearest customer is across the road – the Brewery Hotel.

TOP RIGHT: Old Man D'Arcy is tending to his vegetables in the gardens of his half-timbered cottage (actually based on one in Buckinghamshire). The ice-cream van is supplying the newsagents, not the Methodist chapel!

MIDDLE RIGHT: The fleet of company lorries are being loaded with barrels of best Cornish Ale for local deliveries. The rail loading bay is in the background and was based on a canal building in Gloucester.

BELOW: The level crossing is a source of annoyance to many. But not as much as the local Police stopping Farmer Giles in his Land Rover. Why? Ask at an exhibition near you soon…

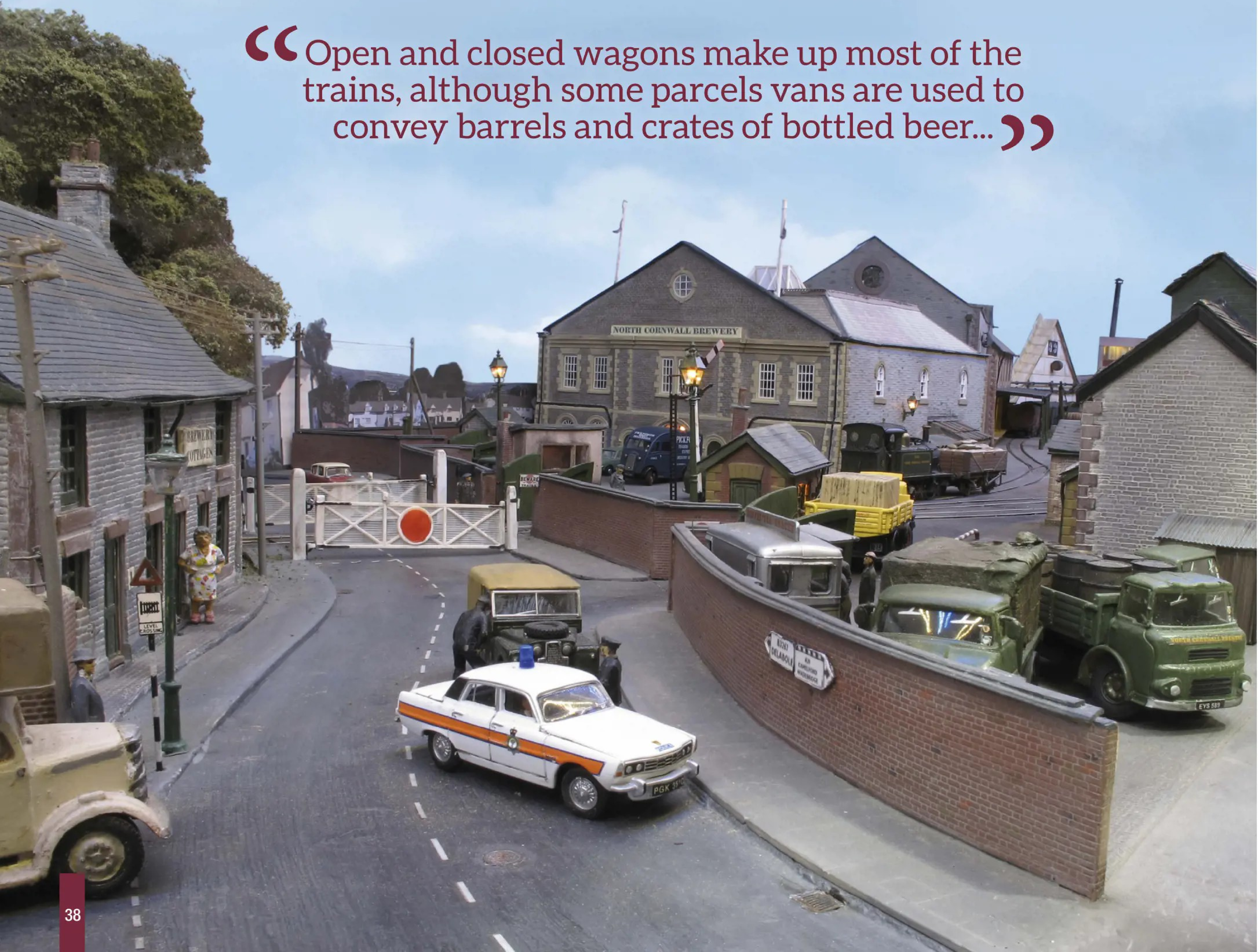
The North Cornwall Brewery is a fictitious private line leading off the L&SWR mainline branch to Padstow, between Camelford and St Kew's Highway. The village is Knight's Hill, which is itself a fictional version of the settlement on the A39 (Atlantic Highway), which is actually called Knightsmill.

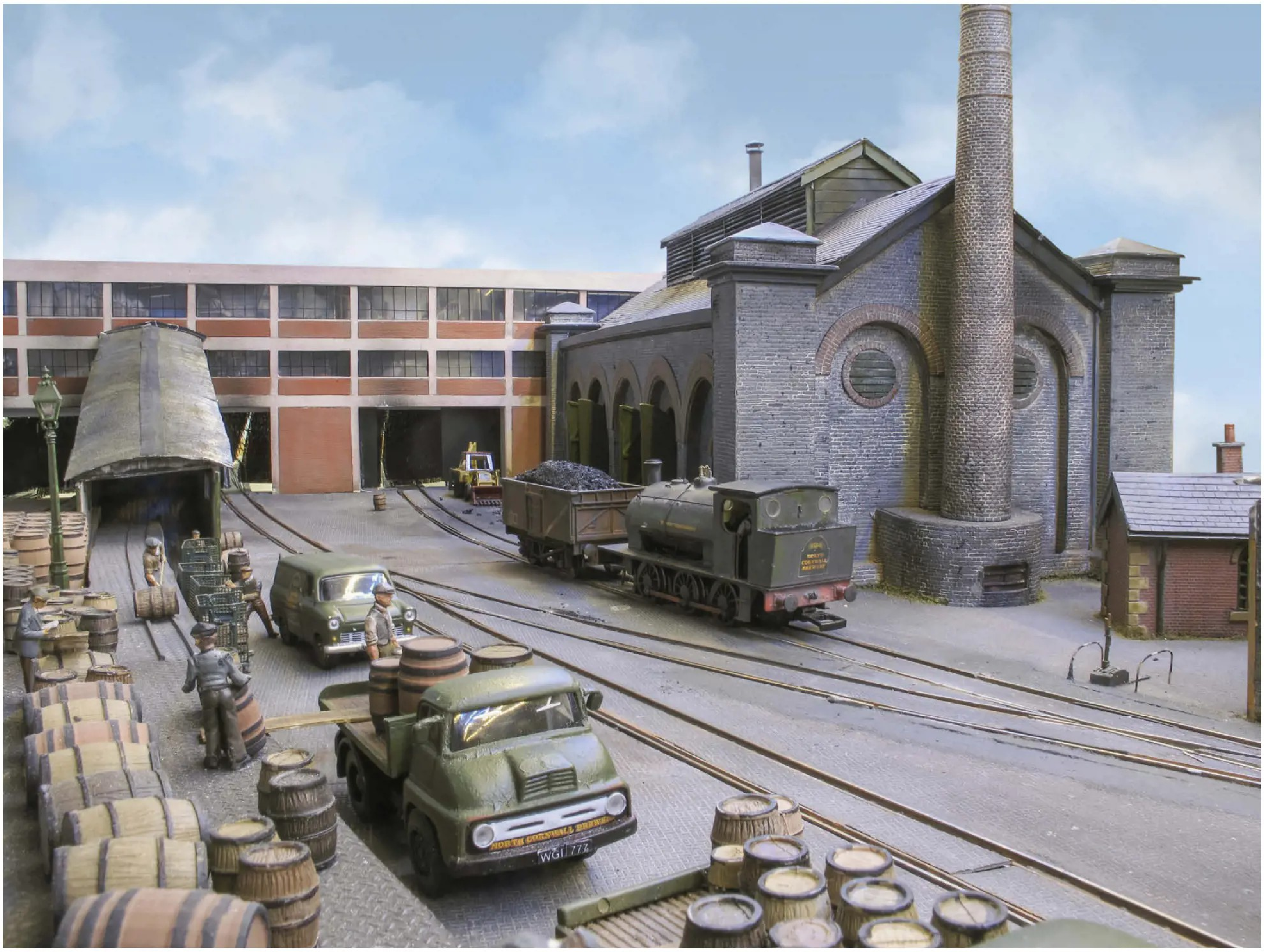
The layout was created specifically as an exhibition layout, which meant that the formation had to be lightweight and portable. It also had to be able to be erected and dismantled quickly, and this played across the whole development of the layout. A brewery was chosen as it offered a wide range of goods inwards (barley, hops, timber for barrels, coal for power and general materials) and barrels and kegs outwards. The only passenger traffic is the early morning workers' train and the early evening return.

Company locomotives operate the layout, but BR engines bring the trains in and out, together with their brake vans. Open and closed wagons make up most of the trains, although some parcels vans are used to convey barrels and crates of bottled beer via Okehampton and Salisbury to London, Waterloo in the express trains that run from Exeter.

The year is 1965/'66, and this corner of England is running on borrowed time. Steam hangs on, but the whole line will be closed within 12 months as the Beeching Axe falls and it will be renamed 'The Withered Arm.'

> "Open and closed wagons make up most of the trains, although some parcels vans are used to convey barrels and crates of bottled beer..."





There have been a number of articles on the layout in the model press over the past few years, so here I would like to focus on two aspects that I get asked about time and time again – how it was designed to look organic and how I created the atmosphere.

Inspiration

I am an avid model railway exhibition attender because I am always looking for that 'Pendon moment' – the point where you walk up to a layout and go 'Wow' because the modelling just captures your imagination and looks so plausible. Then, once you have got over that first impression, you look deeper and can admire all the detail that has been included. That's what Pendon did for me when I first went there – probably in the early-1970s. I was spellbound by the Dartmoor scene and then the Vale scene, which was still mostly under construction at that time. It works at all levels and that's what I look for in an exhibition layout. And funnily enough, you don't always see that in accurate scale modelling – it might be a brilliant snapshot, but is often more like a technical masterpiece, rather than an atmospheric interpretation. Terence Cuneo's paintings are not technically brilliant (I am told), but they are atmospheric and evocative. Model railways can do the same if you think about them as a 3D painting, so approach them with a mindset that says. 'How can I make this a representation, rather than necessarily dead scale?'

ABOVE: The 1950s main factory is overshadowed by the mass of the Power Station. Coal is being delivered for its voracious appetite by the company Hunslet. The JCB in the is an Airfix kit I made up in the 1960s.

MIDDLE LEFT: Not much work going on here today, but the foreman has his mug of tea and the fuel depot workers are happy to engage him in chat about this new-fangled lager the brewery is producing. It'll never catch on!

BOTTOM LEFT: The decrepit concrete hut in the foreground is the nerve centre for the private railway.

TOP RIGHT: A local pantechnicon pulls out of the village road onto the main road. It's a scratch-built body on an Airfix chassis.

MIDDLE RIGHT: The house under construction gets constant comments at exhibitions. Builders reminisce about days before H&S when men wore tweed jackets and flat caps to work!

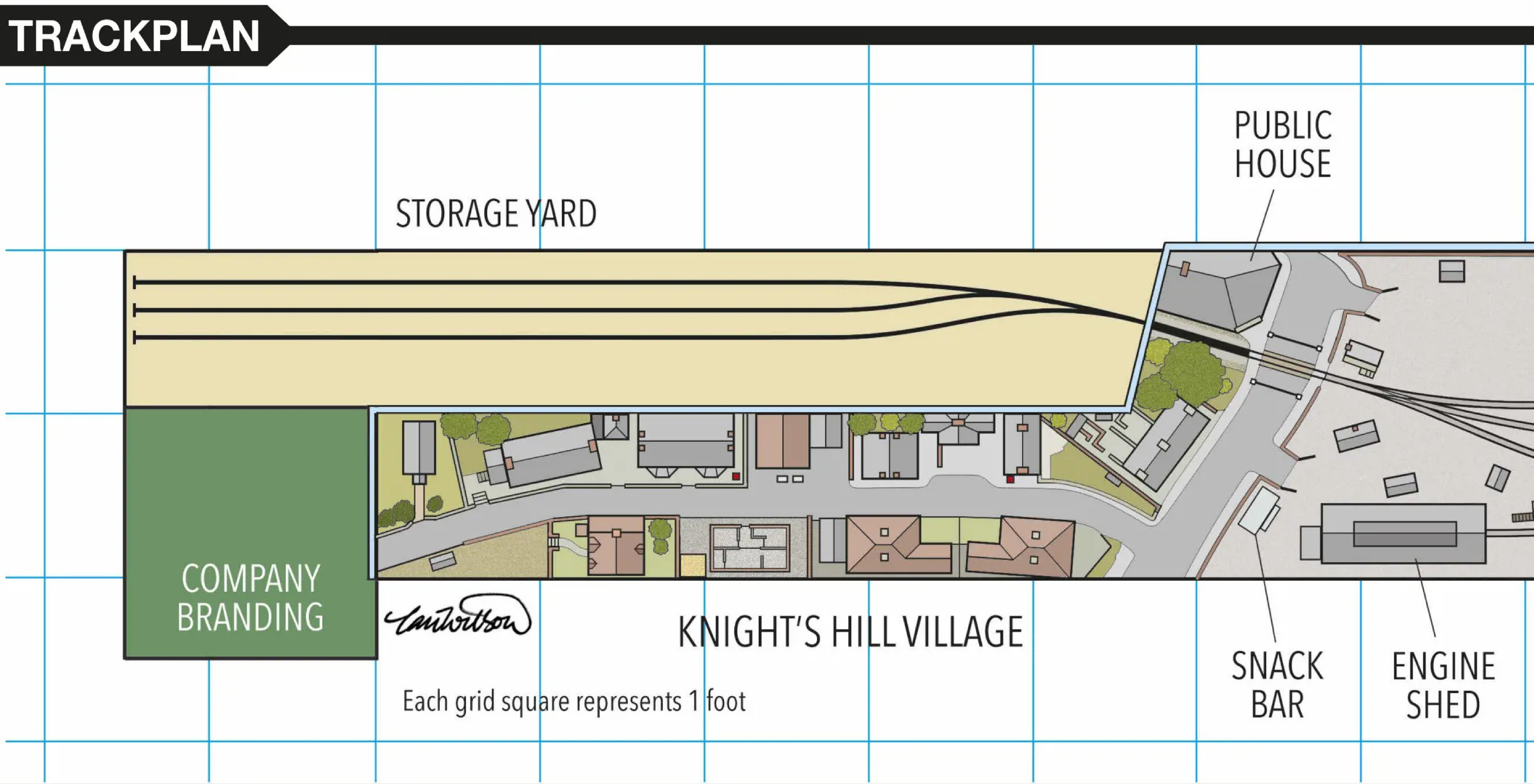
Now, if all that sounds like heresy, then fine. The hobby is broad enough to accept different viewpoints and some may not like my methodology. But 'North Cornwall Brewery' did win 'Best in Show' at Model Rail Scotland in 2023 against some very stiff competition, so I guess there are plenty of people who appreciate this approach. So, how did I achieve it?

The Design

From the outset, I wanted a shunting layout where something could be happening the whole time. Train movements keep people interested while allowing them to start to look at the surroundings. I therefore wanted as many sidings as I could get in, without it looking overcrowded. A 3-way point at the throat enables a quick spread of four tracks that run right to the end of the fiddle yard; although I didn't foresee the challenge of reverse shunting over it, which needed a lot of fettling to get it working reliably. There is no straight track on the layout – everything is gently curved and this gives a much more realistic feel, even if it would not necessarily have been created like that in real life. It also breaks the 'lines parallel to the baseboard edge' syndrome, which I think destroys the attempt to pretend we have just taken a slice of the countryside and represented it in model form.

The rolling stock is all super-detailed and weathered proprietary from Hornby, Bachmann, Lima and Rapido, so will therefore look like everyone else's (apart from not being shiny!) So, it had to be the surroundings that would make this layout stand out and I maximised the number of buildings I could fit around the brewery and the fiddle yard-hiding scenery. In fact, this latter aspect, the village, gets some exhibition viewers so excited that they admit to me (quietly) that they are not that interested in the trains; they want to see a world in miniature that they would like to inhabit. All the buildings are scratch-built and feature detailed interiors. Pendon has so much to answer for…!

TRACKPLAN



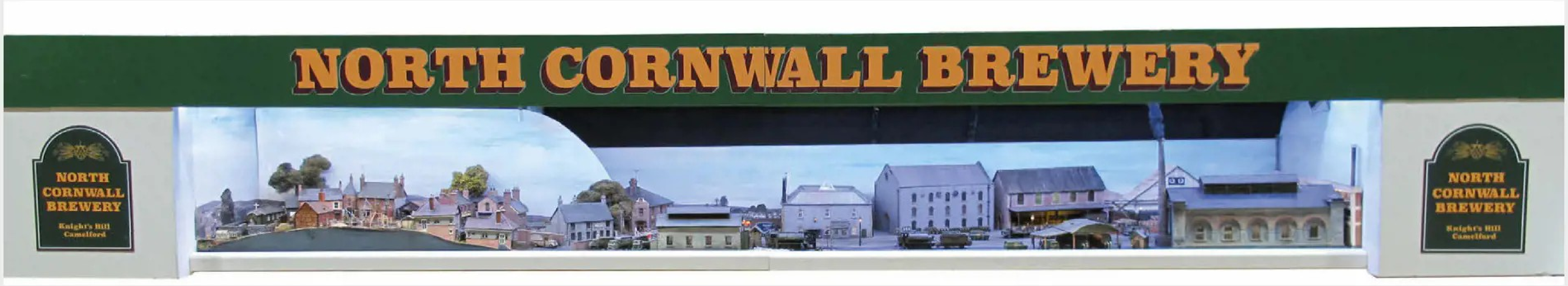
About the modeller

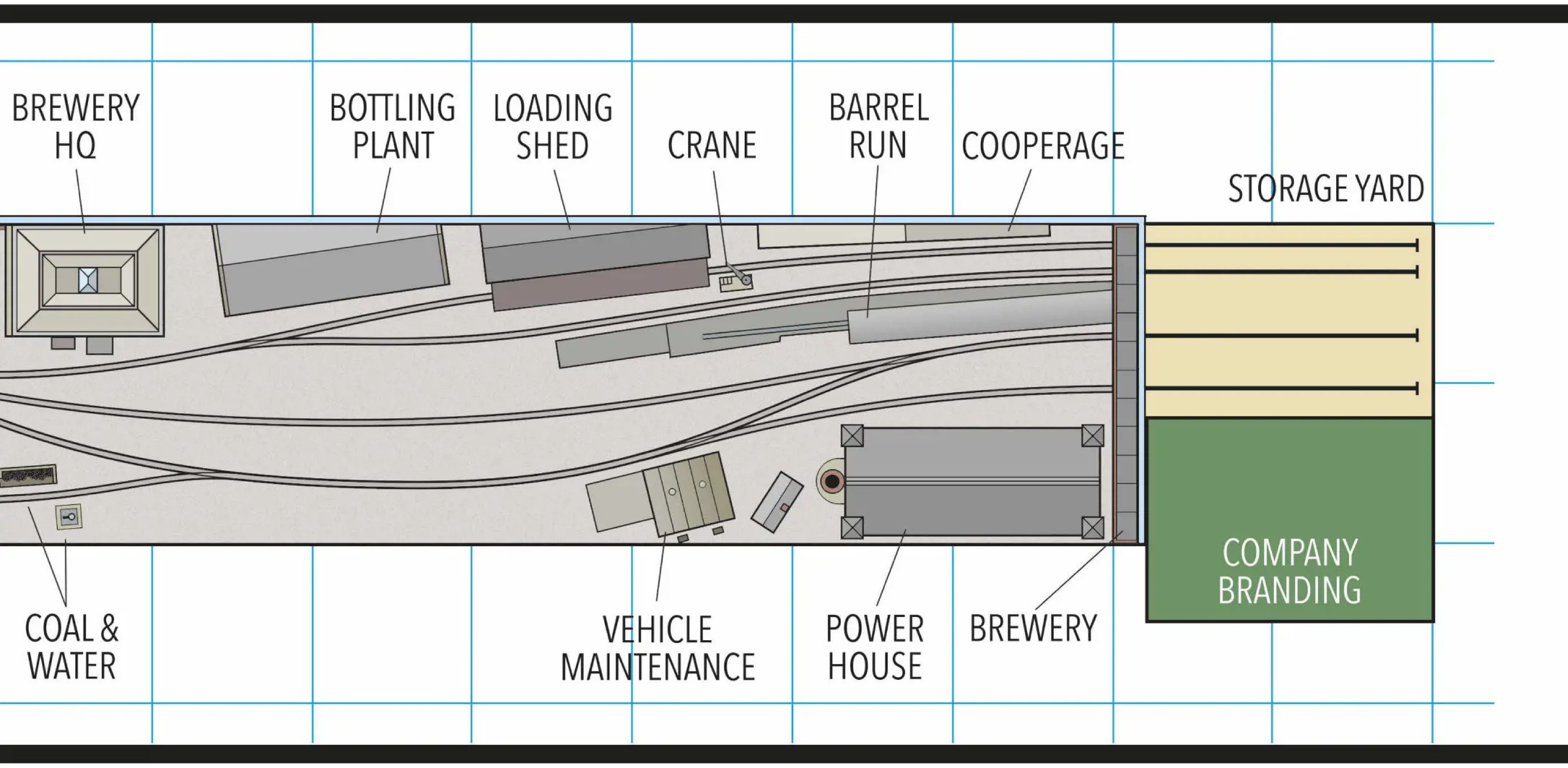
Name: Malcolm Briggs
Age: 70
Number of years modelling: 60 years
Name of first layout: 'South Tenton & Churchfield Railway' in OO9
Favourite era/region: 1960s Southern or Western areas
Favourite locomotive: SR N class 2-6-0 (synonymous with the Padstow line)

I've been modelling from the age of 10, when my eldest brother took me to the Easter MRC exhibition at Central Hall, Westminster, and a schoolfriend by the name of Simon Smith (no dancing bear!) had shown me his father's garden railway.

Being brought up in electrified Southern Region territory did nothing to help foster a love of steam engines, but the bug was bitten anyway. Joining the Hampton Court Model Railway Society at the age of 11 cemented the passion.

When not modelling, I enjoy DIY (yes, really) and am a Trustee for the charity that runs the Shaftesbury Arts Centre. Now retired, I'm busier than ever!


NORTH CORNWALL BREWERY
NORTH CORNWALL BREWERY Knight's Hill Camelford
NORTH CORNWALL BREWERY Knight's Hill Camelford


BREWERY HQ
BOTTLING PLANT
LOADING SHED
CRANE
BARREL RUN
COOPERAGE
STORAGE YARD
COAL & WATER
VEHICLE MAINTENANCE
POWER HOUSE
BREWERY
COMPANY BRANDING

TOP RIGHT: The village square comes alive as evening draws in. The Fish and Chip shop is busy and the Butcher is staying open for a customer.

MIDDLE RIGHT: The pub is a St Austell Brewery house, much to the annoyance of the North Cornwall Brewery. Somebody once said the two lads outside look like they are up for a fight!

BELOW: The P Class is having a rest; as are the men on the coaling stage. This is based on the one at Hayling Island.

So, looking at the whole layout, you are presented with a vista, much like a landscape painting. To the left, there is the bucolic village of Knight's Hill and to the right, the grimy, industrial setting of the Brewery. The contrast is deliberate and the engine shed, mounted right at the front of the layout, makes a pivot point between the two scenes. A high brick wall around the Brewery shows a marked delineation between the two areas, and the backscenes reflect this – in the Brewery, they are more industrial buildings and behind the village is open country and greenery.

I have spent 30 years working with amateur dramatic groups on stage design and was fortunate to attend a workshop on this aspect at the Royal Shakespeare Company in Stratford-upon-Avon. The laying out of a stage to enable people to suspend disbelief is an art form and I used a lot of the tricks in the design of the layout to draw the eye to different aspects. I didn't use view-blockers as such, which I find irritating, particularly when there is a crowd looking at a layout and you cannot easily get a different viewpoint. But I did put buildings at the front edge of the layout, as this forces you to look behind them. A weighbridge and office reside behind the engine shed and some people lean right over the layout to see what is there. Likewise, there is a JCB operating behind

> “There are two key ways in which I create atmosphere – lighting and weathering.”

BREWERY HOT L

NORTH CORNWALL BREWERY
Knight's Hill Camelford
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YYG 787

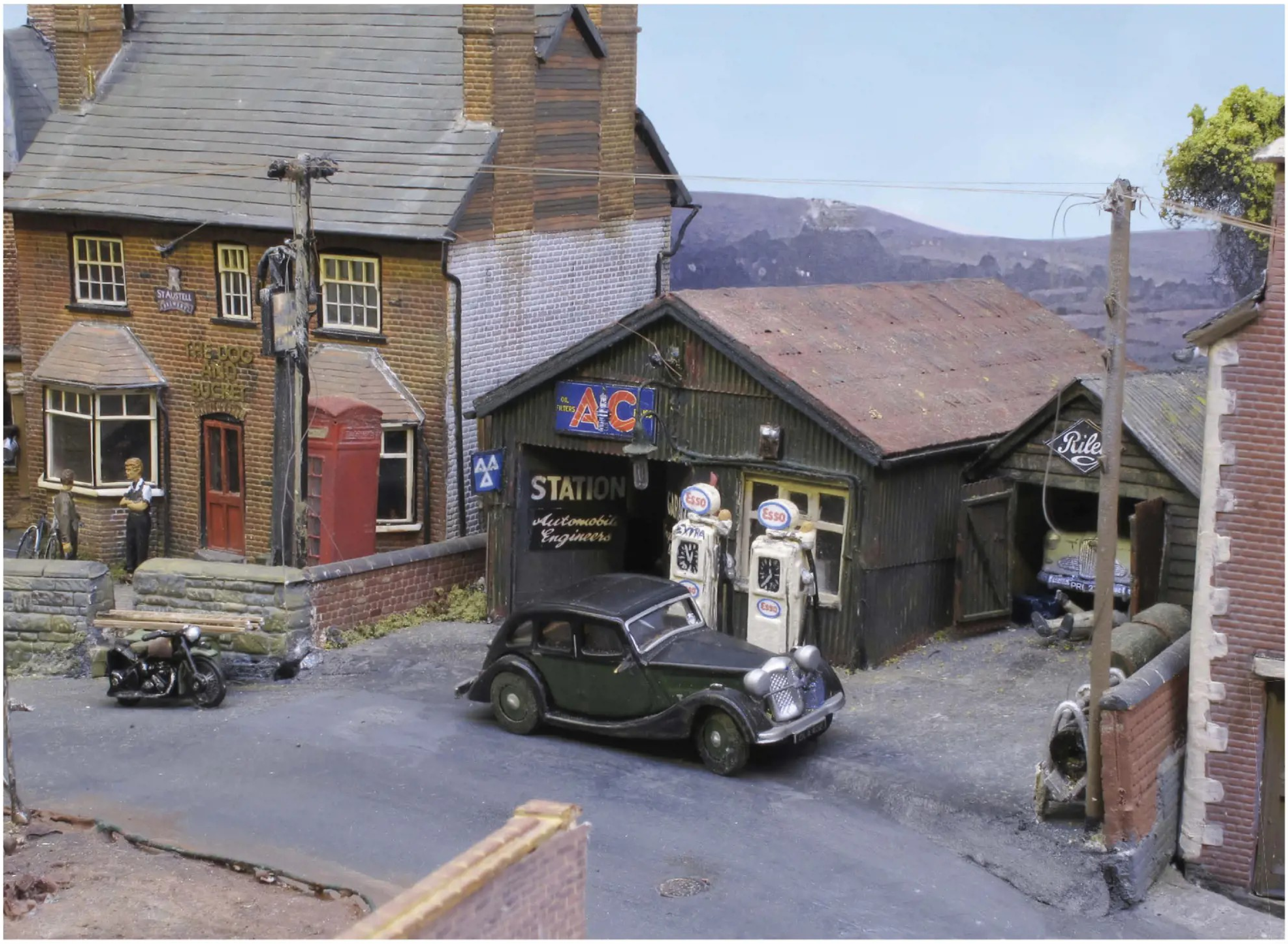
the power station, and sometimes I encourage people to come around the back of the layout to see it. If they are that interested, I believe that people should be able to observe the detail from any angle.

One of the things people comment on is the hill on which the village stands. I abhor flat baseboards and much prefer an open-frame methodology. However, for a layout as small as this and with so many tracks, it was not feasible to do anything but start with a traditional sheet baseboard. But you can always go up from that and a small hill was an obvious answer. I think that journeying in cars has made us insensitive to rises and falls in roads and, therefore, the countryside. If you cycle, you soon become aware of the point at which you have to work harder or can coast and realise that very little of our island is actually flat. So, a hill seemed appropriate and the road was constructed first from mounting board. The buildings then had to be made to accommodate that, with the bungalows on the front having deep 'cellars' so that they could stand on the baseboard but appear to be growing out of the ground. Talking of the bungalows, they are single-storey at the front to allow for viewing the two-storey buildings behind. It helps to draw the eye to other areas of interest. As does the way the land falls away at the edges, meaning the chapel is lower than the neighbouring shops, which draws the eye into the backscene.

ABOVE: The Hunslet continues shunting in the background while a Transit driver waits his turn on the loading dock. My son painted this figure; apparently, it's me!

MIDDLE LEFT: The P Class takes its turn on the coaling stage. Someone needs to wake that chap with the shovel up – too much beer at lunchtime?

BOTTOM LEFT: A T9 arrives from Okehampton with empties to be loaded with freshly-brewed beer for the London markets. The two disc headcode indicates the North Cornwall line to Padstow.



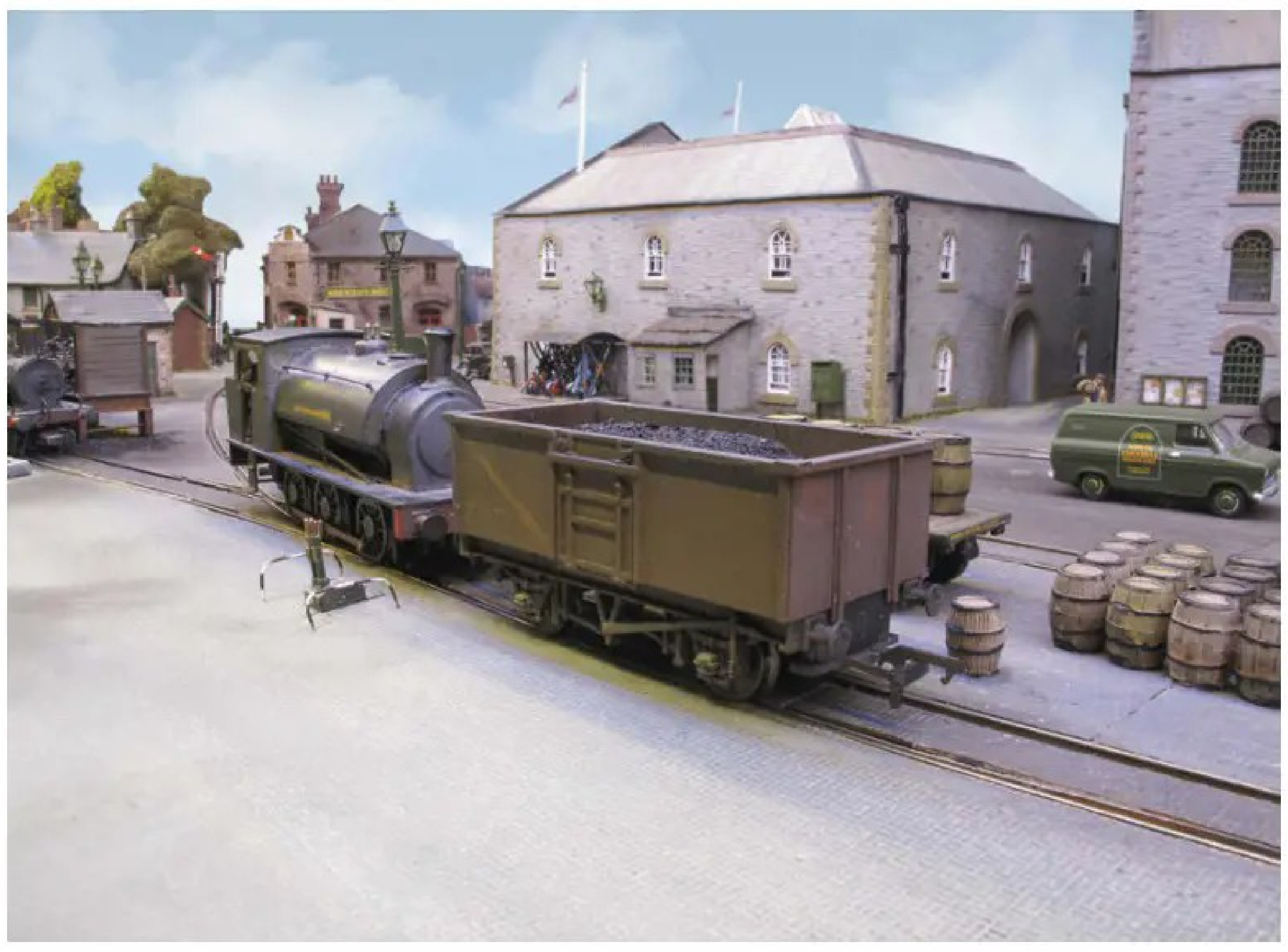
Creating atmosphere

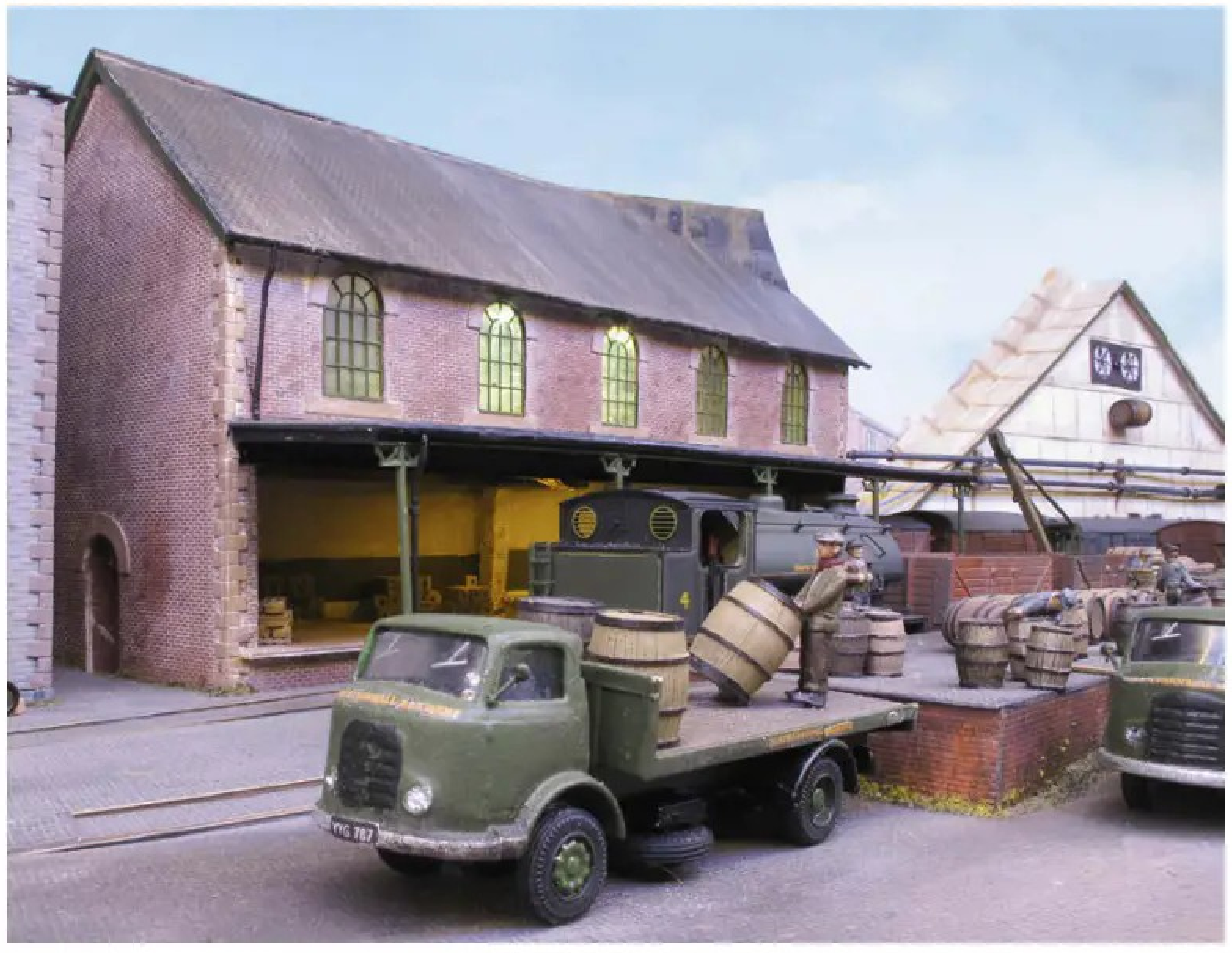
There are two key ways in which I create atmosphere – lighting and weathering.

Lighting is a key ingredient for any layout and my rig is based on an Iain Rice design. It consists of four strips of LEDs – two cool white, one warm white and one blue. They are all on dimmers so that I can balance the mixture to give me the right light for a Cornish summer's day. It also means we can dim the lights for night scenes, as all the buildings have interior lights. For this purpose, we just take the warm whites out and the bluey light is more atmospheric than no light at all. Trains can still shunt and people can see the detail of the buildings more easily than in total darkness, which could never be achieved in an exhibition hall, anyway.

To help with the blocking out of hall lighting, the layout has an overall arched roof. This is made of lightweight corrugated card with plywood ends to keep the profile. They are mounted on aluminium angle, which runs the entire length of the layout. The LED strips are simply stuck to the underneath of the arched roof, with one of them positioned out over the front of the layout to illuminate stock and to stop it being in darkness. To facilitate this, the fiddle yards are actually mounted further forward than the layout itself.

But more than anything, the atmosphere is created by weathering to a consistent standard. Clearly, the industrial buildings will be dirtier than the village,





ABOVE: The days of garages where the main tool was a hammer are long gone. As is my father, whose legs protrude from under the Wolseley – that's how I remember him from my childhood.

MIDDLE LEFT: The Brewery's third engine, a Hunslet saddle tank, shunts coal for the power station.

BOTTOM LEFT: The fleet of company lorries was made from Budget Toys cabs and chassis with scratch-built load beds.

TOP RIGHT: The Power House is fully detailed internally with a boiler, generator, control desk and coal staithes. It really shows up when lit.

MIDDLE RIGHT: The Transit fleet are all Oxford Models resprayed and liveried. The transfers were made for me and are beautifully executed.

BELOW: The Hunslet marshalls a train of closed wagons. The telephone wires in the background are E-Z Line from the USA and I nearly went cross-eyed installing them.

not least because of the filth being chucked out of the power house chimney. Pollution was only just being recognised as undesirable in the 1960s!

Everything on the layout is weathered – the buildings, the ground, the rolling stock, the cars, even the people. Nothing is a uniform colour; particularly ground surfaces. Roofs are especially obvious on a model railway and they get detailed treatment with rain and dirt cascading down them and staining the materials. I mostly weather buildings with acrylics, and stock with enamels, based on the techniques expounded by Martyn Welch in his book *The Art of Weathering*, which is long out of print, but still available second-hand. Martyn's biggest tip for me was to finish weathering with a treatment of talcum powder. Everything gets this on my layout, and maybe that is why people tell me that there is such a unifying atmosphere to the whole thing?

Next steps

This layout took five years to build and was completed in 2020. Since then, I have been constructing 'The Weymouth Harbour Tramway' in O gauge. It's a monster layout and will take many years yet. I'm also an active member of Sturminster Newton MRC, which built a 4mm model of the local S&DJR station for the town museum and is now building an accurate scale model of Hayling Island in O gauge for exhibition use. ■

> "Clearly, the industrial buildings will be dirtier than the village, not least because of the filth being chucked out of the power house chimney."

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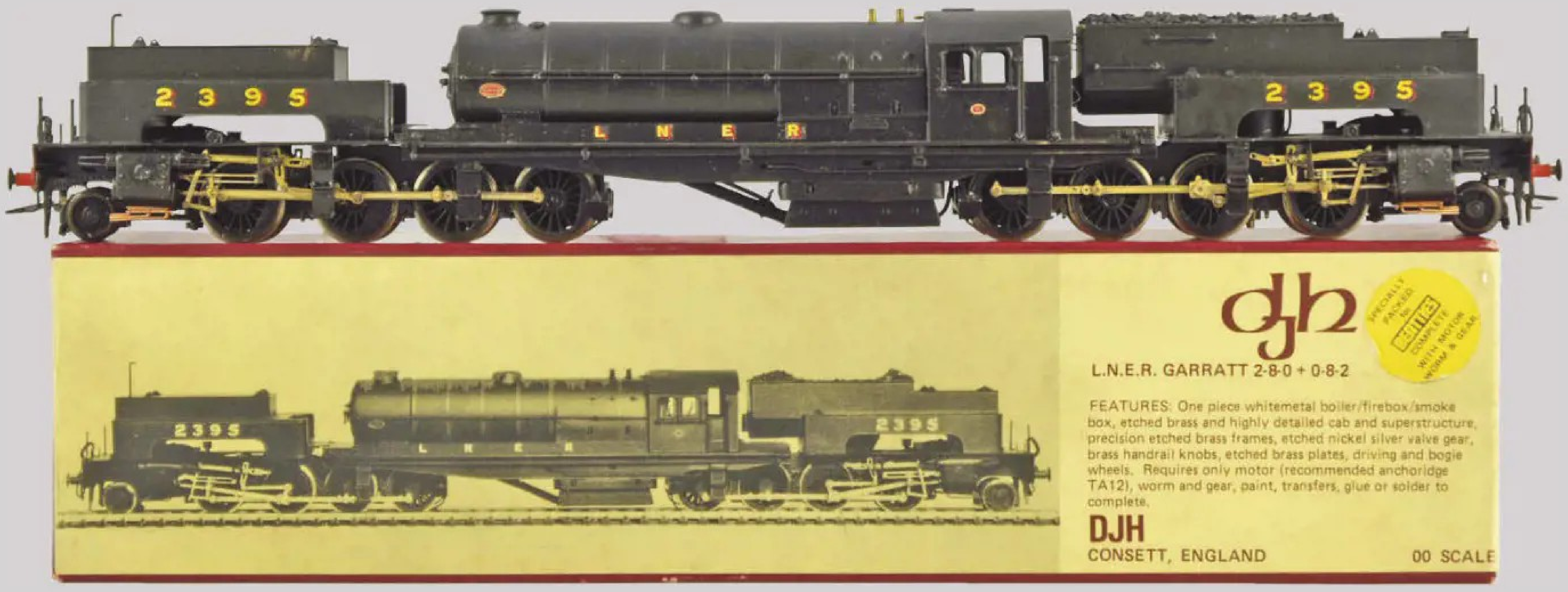

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Getting Practical with...

TOOL of the MONTH

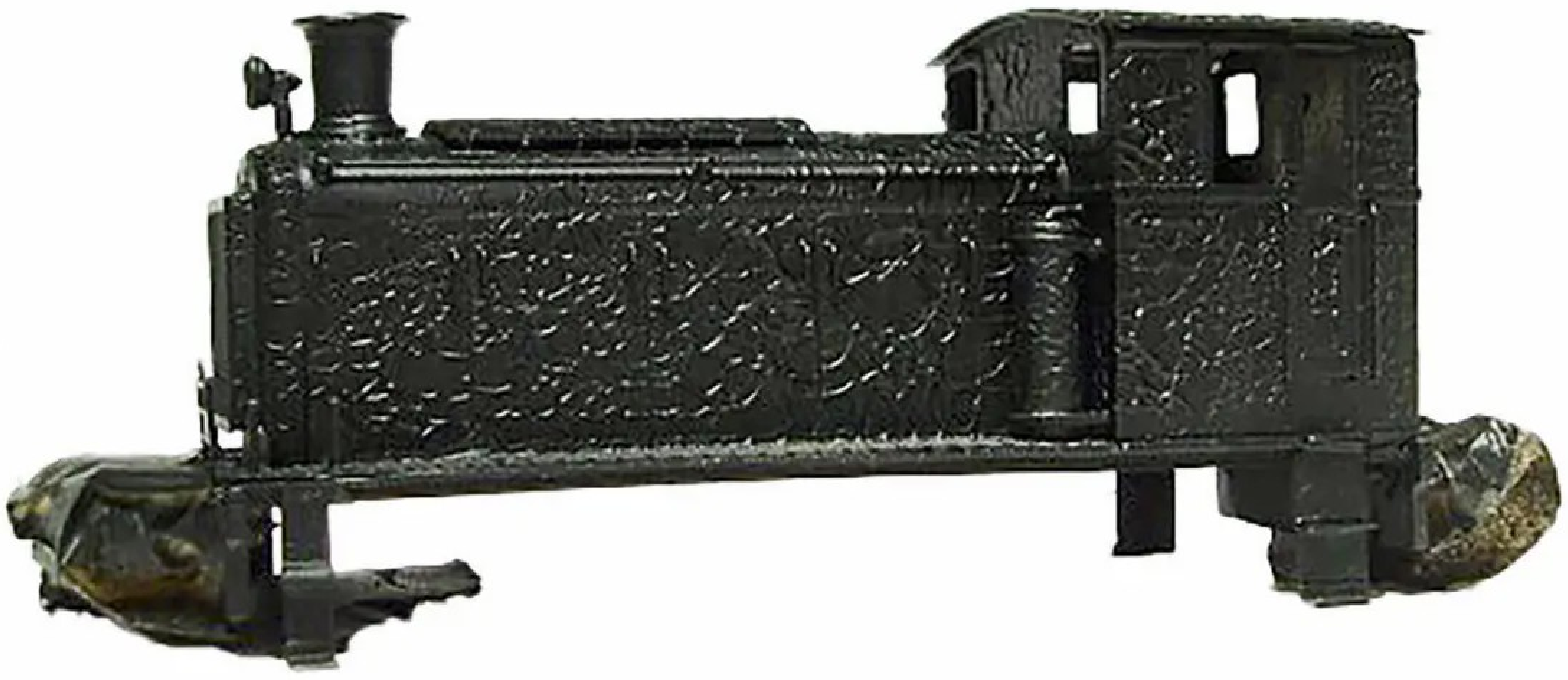
Spirit level

This should probably be called "spirit levels and beermats" for those taking their layouts out to an exhibition. Modern rolling stock is very free-running, so no matter if your baseboard is screwed to the wall, or free-standing on legs (propped up by beermats), getting it perfectly level is essential if you don't want to be chasing wagons running away down your sidings! Get it right from the start, some things are very difficult to fix later on.

Ask Phil

Can I paint acrylics over enamels?

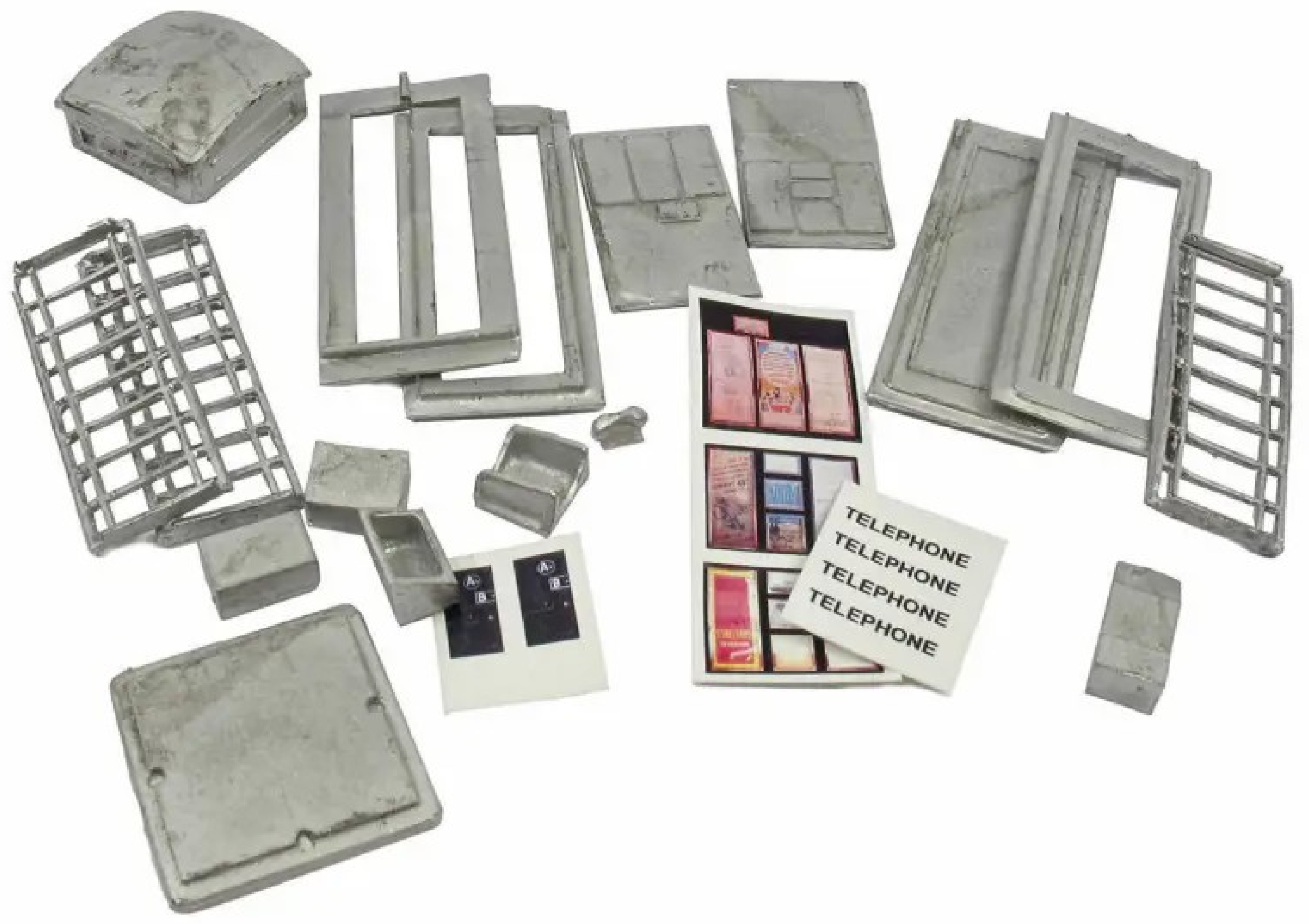
No. Well, mostly no. Enamel over acrylic will be fine. Acrylic over enamel will result in a crinkly finish as the two paints react with each other. At least the mess is easy to clean off. However, this isn't a hard and fast rule. There are different types of acrylic paint, and if the enamel was painted a very long time ago, you might get away with it. The best idea is to test the topcoat on a hidden area of your model. Better still, use the paints to make a test piece on some Plastikard or a scrap of metal, and see how things go.



New on the workbench

KW Trams 7mm telephone box kit

The ubiquity of the traditional red telephone box (over 60,000 examples were installed from 1935) is mirrored by the number of ways to model it available to us. The latest to drop onto my workbench is this whitemetal version from KW Trams for a tenner. Two interiors are provided, the original "Jubilee" version (Button B) and the 1960s onwards "Pay on answer" version, along with suitable photographic backgrounds but no glazing. Assembly will need nothing more than superglue and suitable colour paint.

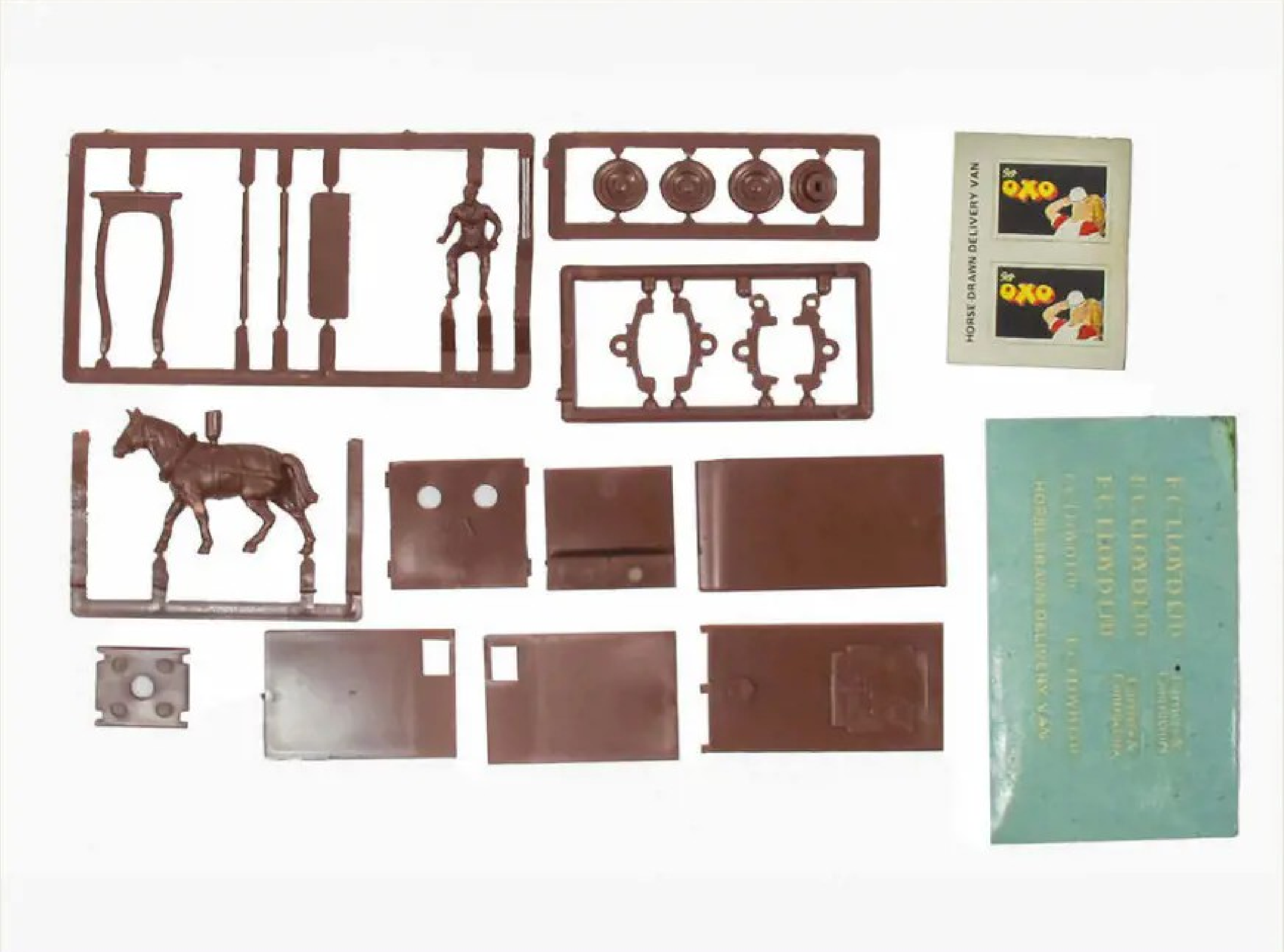


Phil Parker
Michael Russell
Chris Mead
Ben Bucki
Tony Wright
Chris Ford

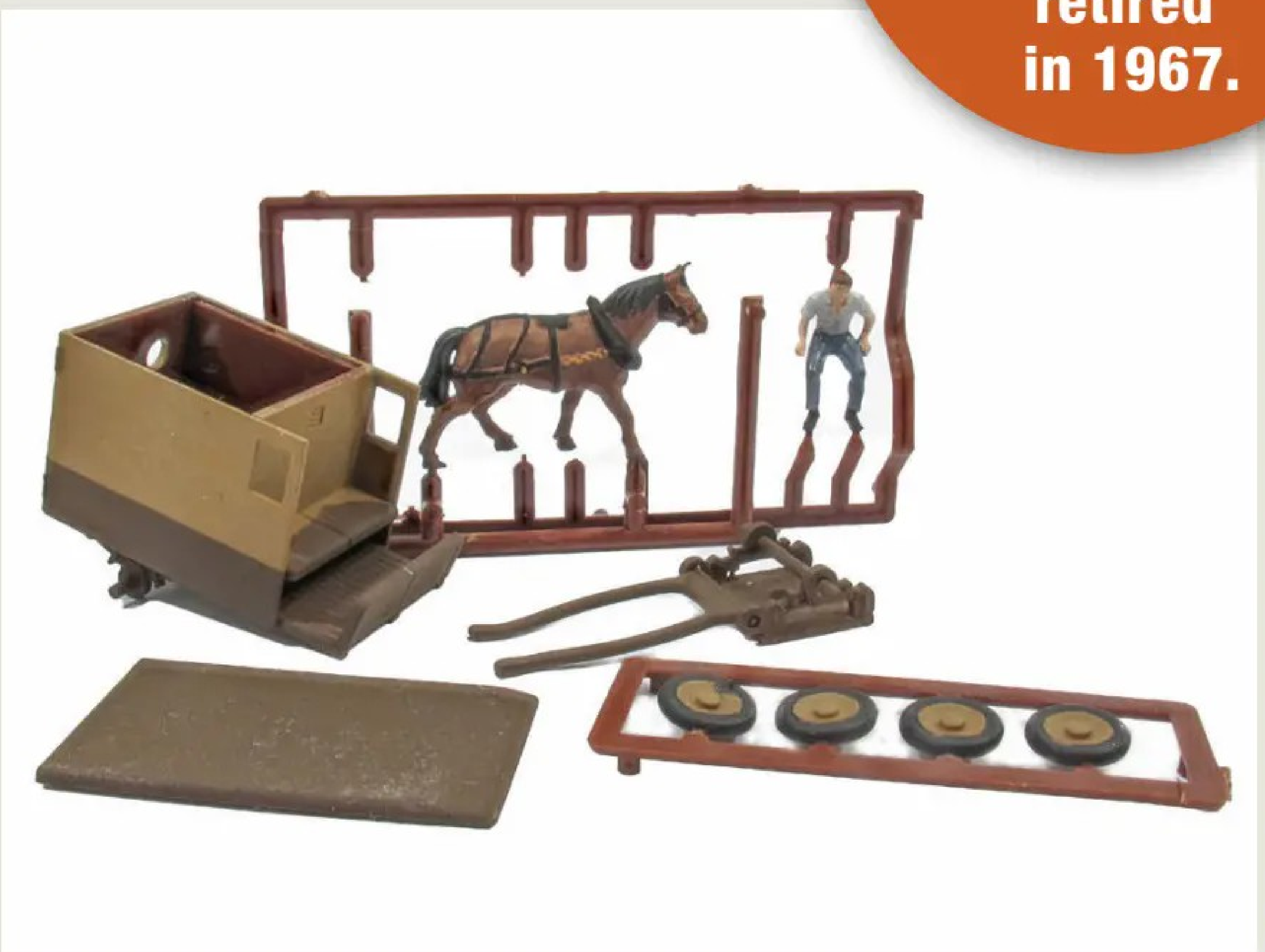
Build a horse-drawn dray

Horse-drawn vehicles might seem like an anachronism, but in 1976, our milk was still being delivered by horsepower in Scotland, and the last few rag and bone men were operating with horses in London. About the same time, Merit introduced its kit for a delivery van, and it's readily-available today.

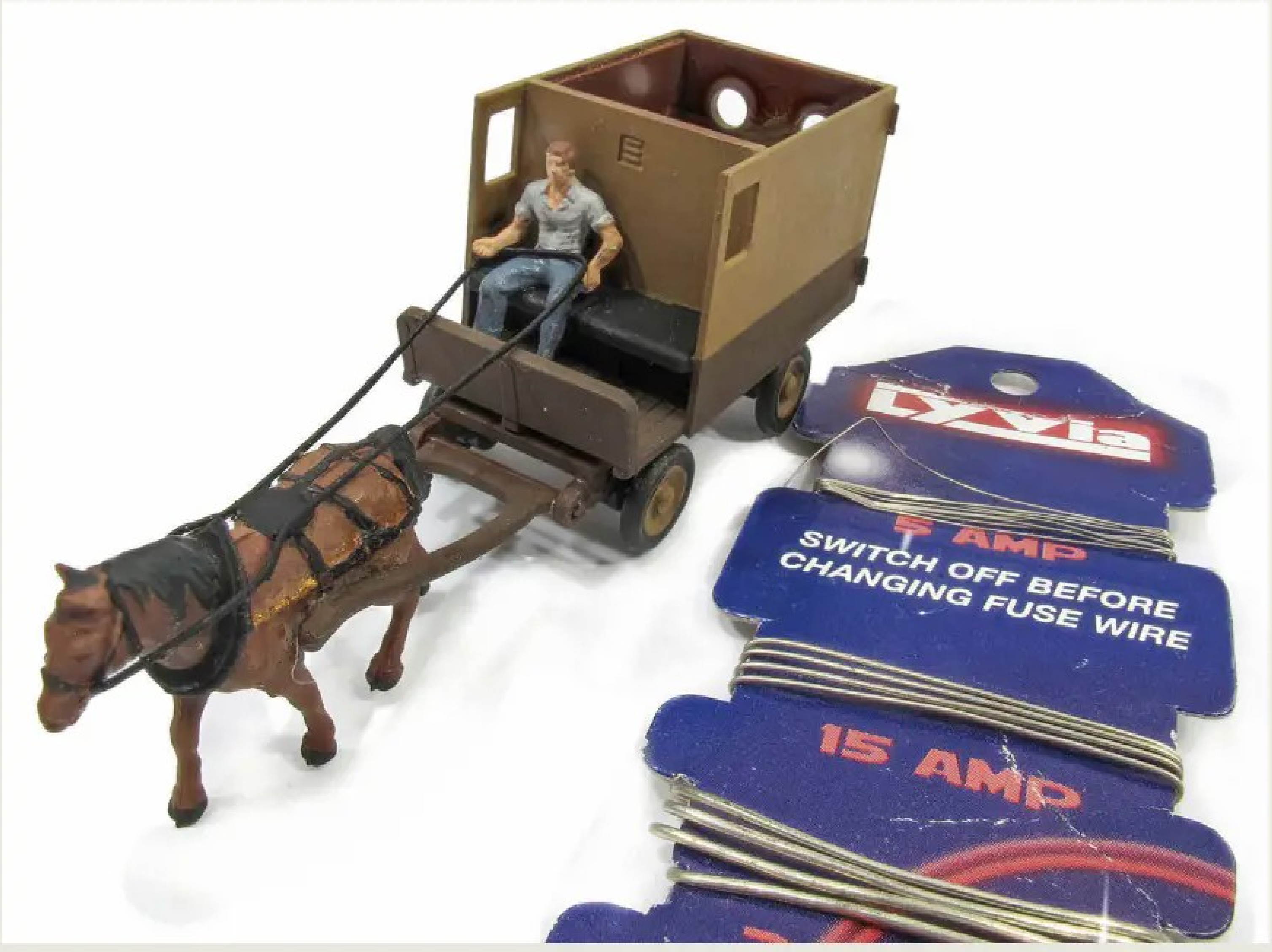
DID YOU KNOW:
BR's last shunting horse, "Charlie", retired in 1967.



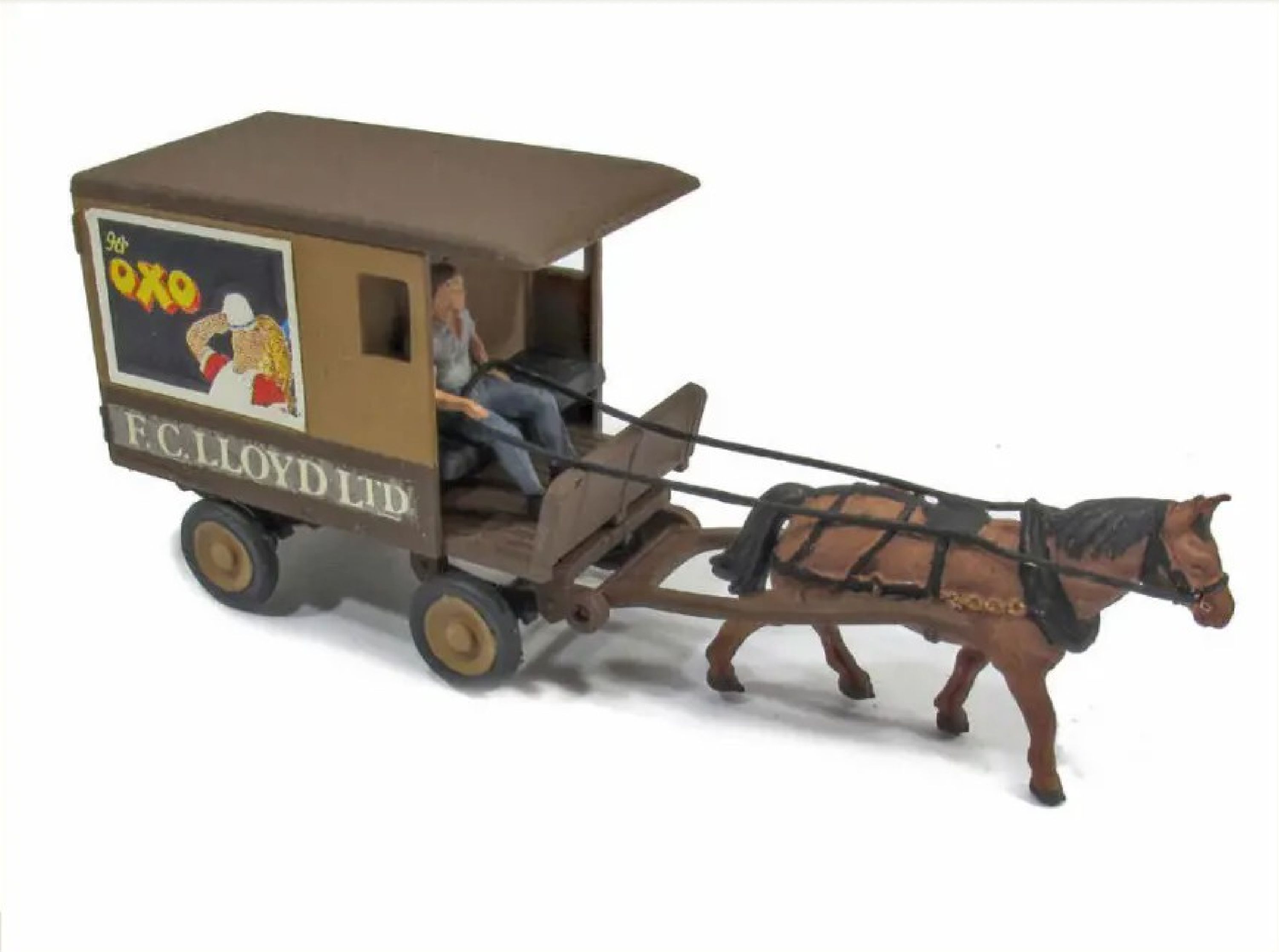
1 My kit came from a second-hand stall, and despite its age, is very nicely moulded. Everything is crisp and flash-free. Transfers are included for the name, and stickers for the OXO adverts.



2 Assembly is simple enough, but careful painting will make a big difference to the model. The horse, driver and wheels are much easier to deal with when they are still attached to their sprues.



3 Rather than use thread for the reins, I prefer thin wire as it's easier to bend realistically. Here, I'm using 15-amp fuse wire, flattened with a hammer. Arguably, 5-amp would be a more realistic thickness, but the larger stuff shows up better in photos.



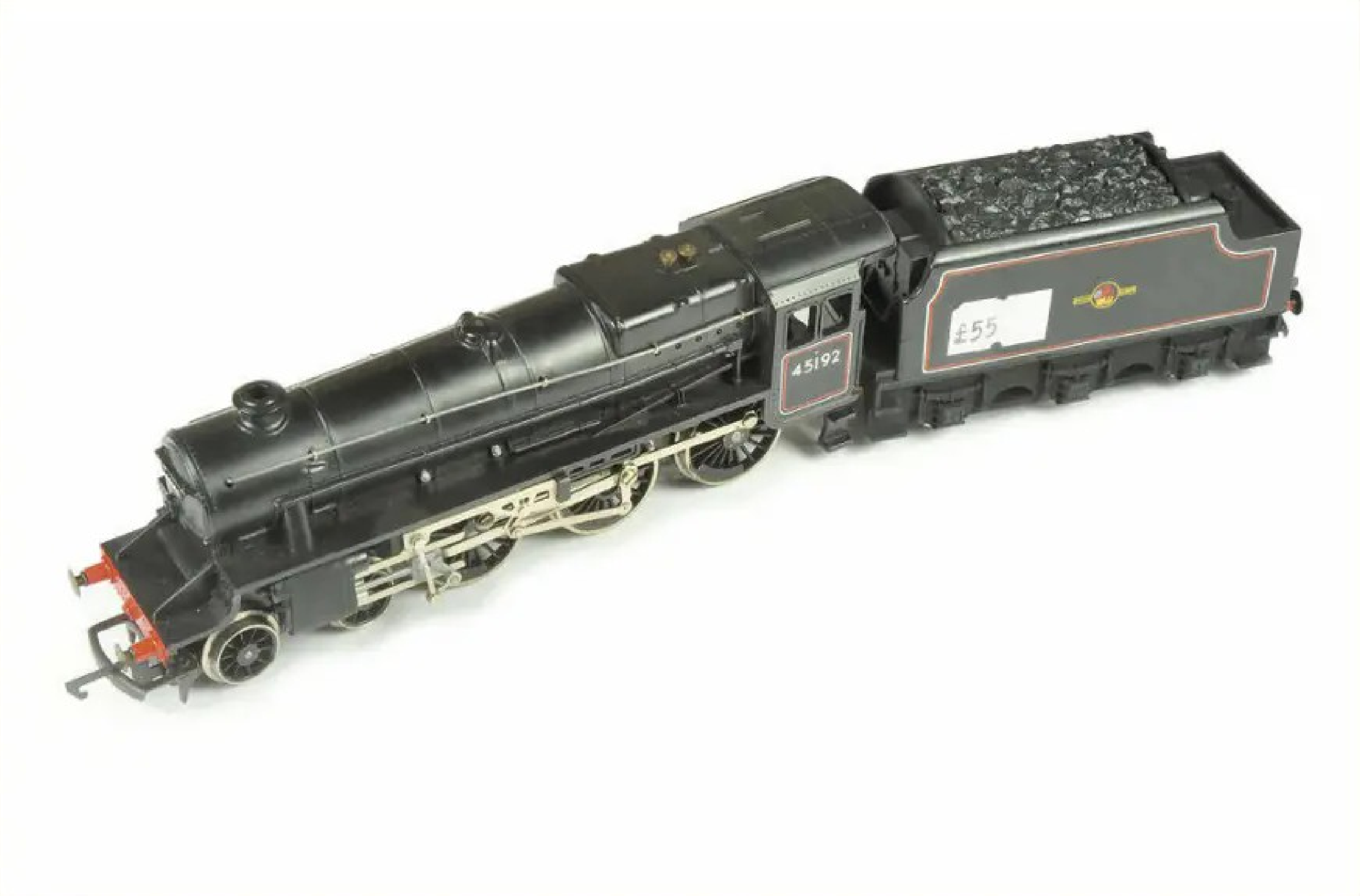
4 Transfers and stickers in place, a final dusting with matt varnish brings the model together, and hides the superglue marks where I fixed the horse between the shafts. Now we are ready for the road!

Budget Modelling Part 3: Hornby Black Five

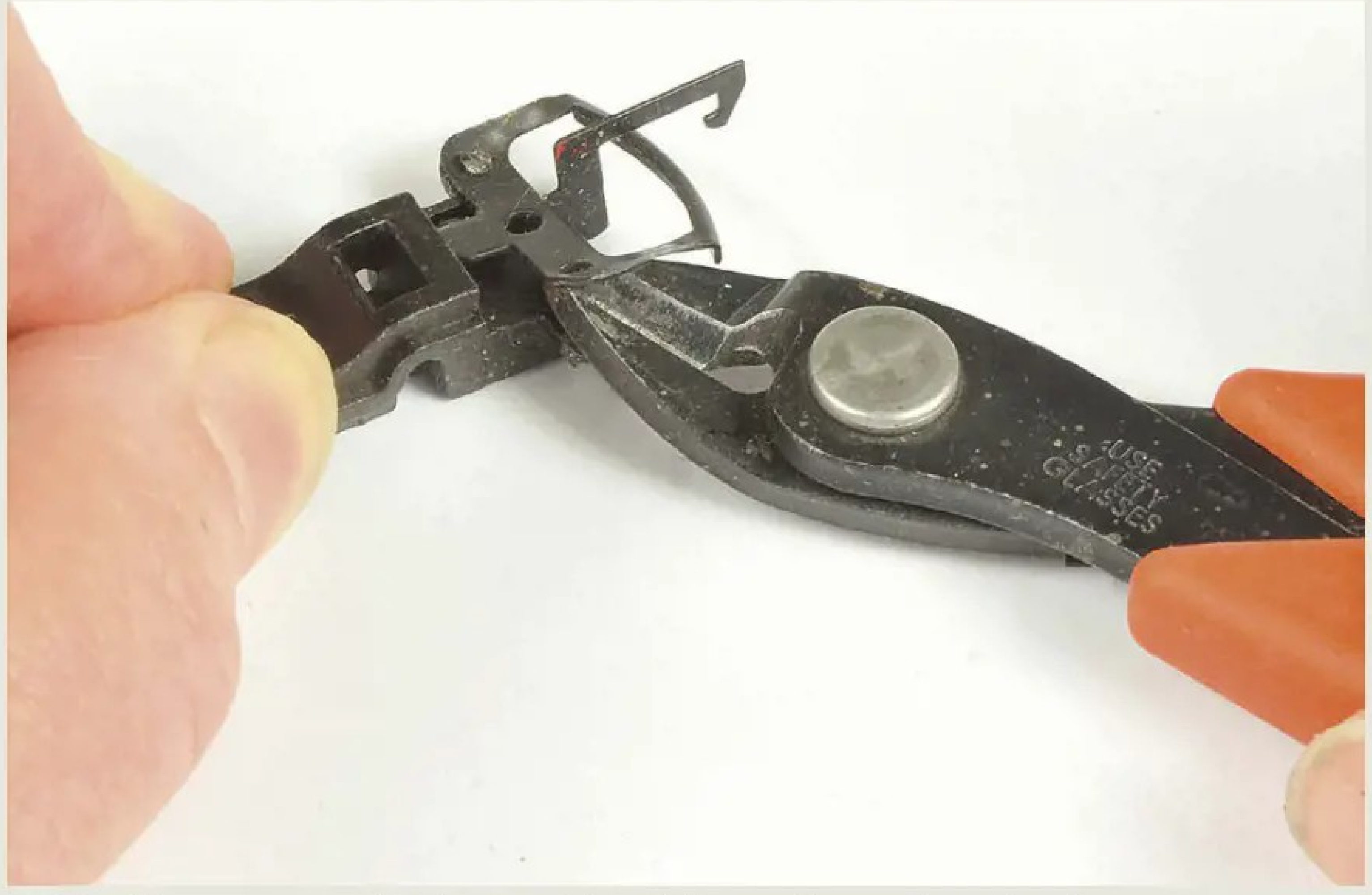
Tony Wright

SOME LITTLE time ago, in my first series on 'budget modelling' for BRM, I took a couple of what might be described as 'second generation' Hornby Stanier Black Fives and improved/detailed/personalised them. That pairing came from a mixture of four of the models, all bought cheaply off eBay (not by me – I haven't a clue about the auction site's mysteries!), with faults and damage, and I produced a couple of 'acceptable' locos by mixing and matching. This time, I'm working with more of a 'first generation' Hornby Black Five (not quite an original, as I'll explain later), comprising two bodies and one mechanism – an unpowered loco chassis and a tender drive, the whole lot being acquired quite cheaply.

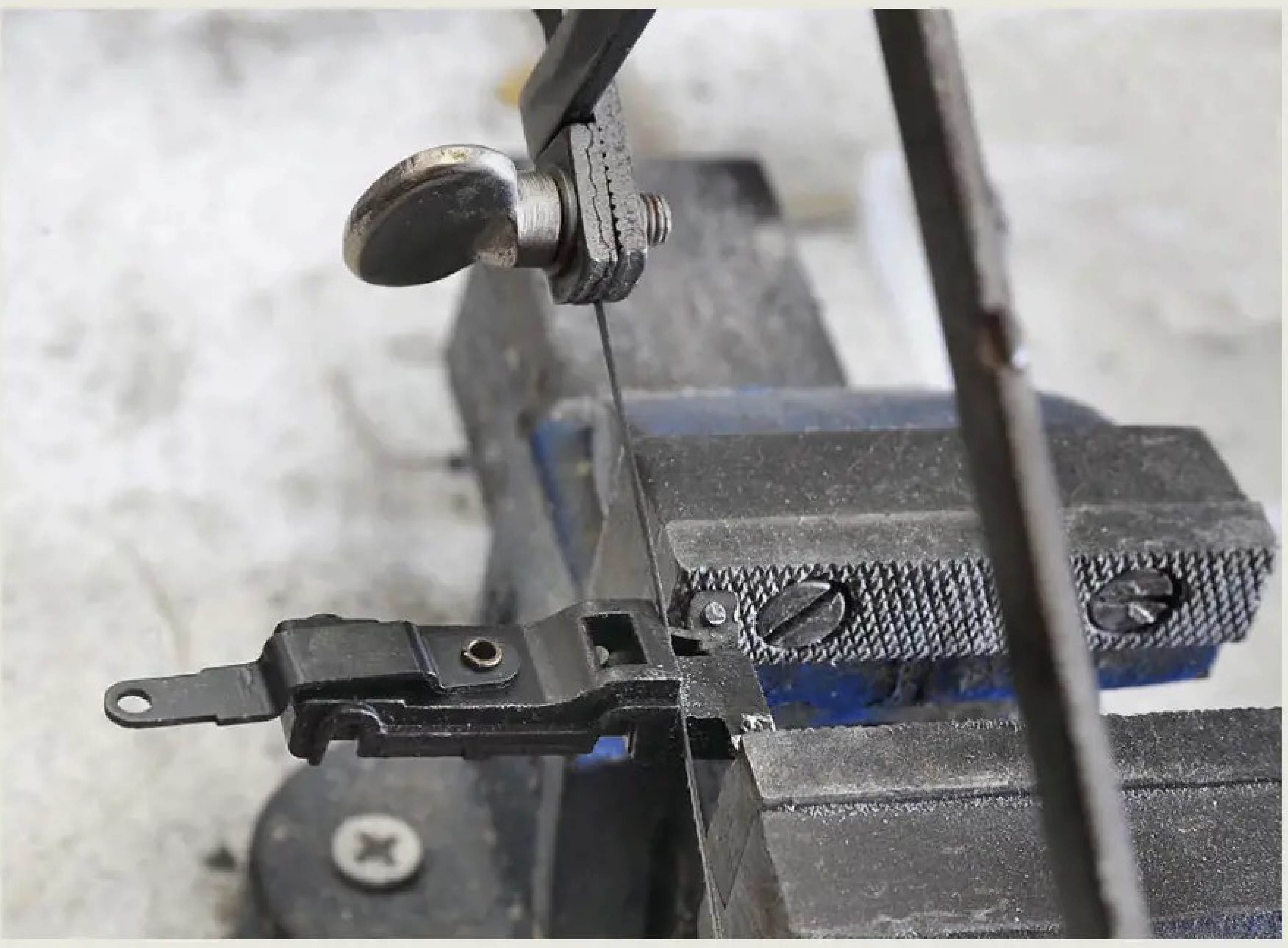
The original Hornby Black Five appeared in 1973, under the 'Silver Seal' banner. In order to cut costs, the Britannia valve gear was used (not correct, nor was it for a Britannia). As was typical with its contemporaries, it was tender drive using a Ringfield motor. The body was well-proportioned, but I'm told that the loco chassis block was derived from the original Tri-ang B12; just turned round (as it was with the same firm's original A3), and the cut-out for the motor filled with a screw-in weight. As such, its wheelbase was symmetrical and, thus, incorrect for a Black Five. No matter, it seemed to sell well, and those who wanted a really good Black Five just made their own! Complaints about the valve gear must have been listened to, because in 1977, a more accurate representation appeared (at a cost of £2,000 for the tooling, according to Pat Hammond). It shared parts with the contemporary Princess Coronation. Tender-drive is now seen as a 'blind alley', and by 2002, a proper loco-drive Hornby Black Five appeared, far more-accurate in every way (the basis for my earlier budget examples), and last year yet another 'upgrade' was launched – the 'ultimate' Stanier Five in RTR model form? If not, not far off. But the 2002 versions are not cheap (unless they're damaged) and the latest ones tip the scales at well beyond £200.00, so they hardly qualify as 'budget' examples. So, what can be done with that 1977 Hornby Black Five to create a 'better' model? A model requiring a little bit of effort by he/she who takes it on – 'personal' modelling, and there is no better kind. But first, one has to acquire one, which I did, and here I go describing the pictures...



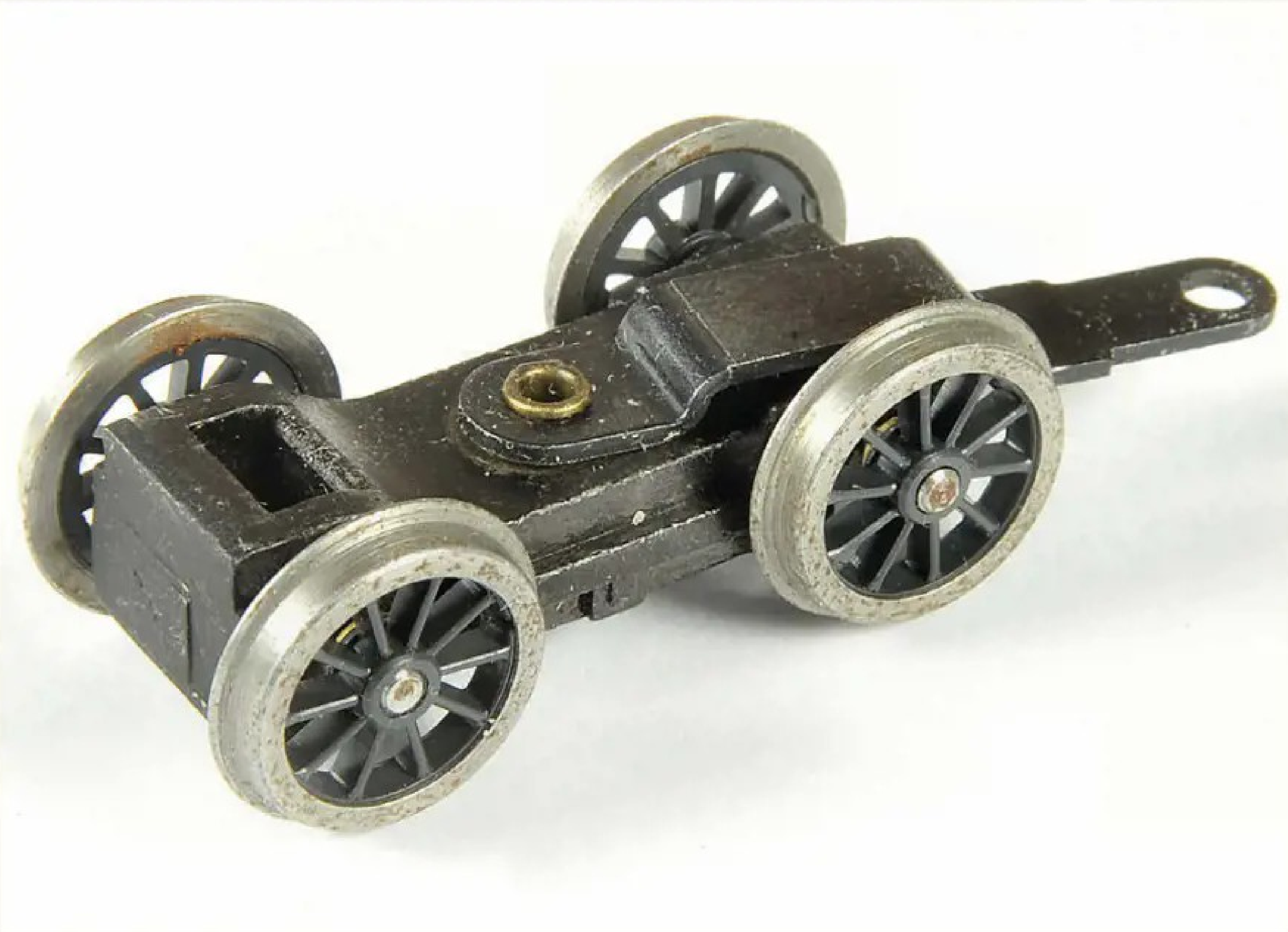
1 Bought from the model shop in Grantham (a splendid emporium) for rather less than that price ticket stuck on the tender – even at that price, one could acquire almost five of these for the same cost as the latest one!



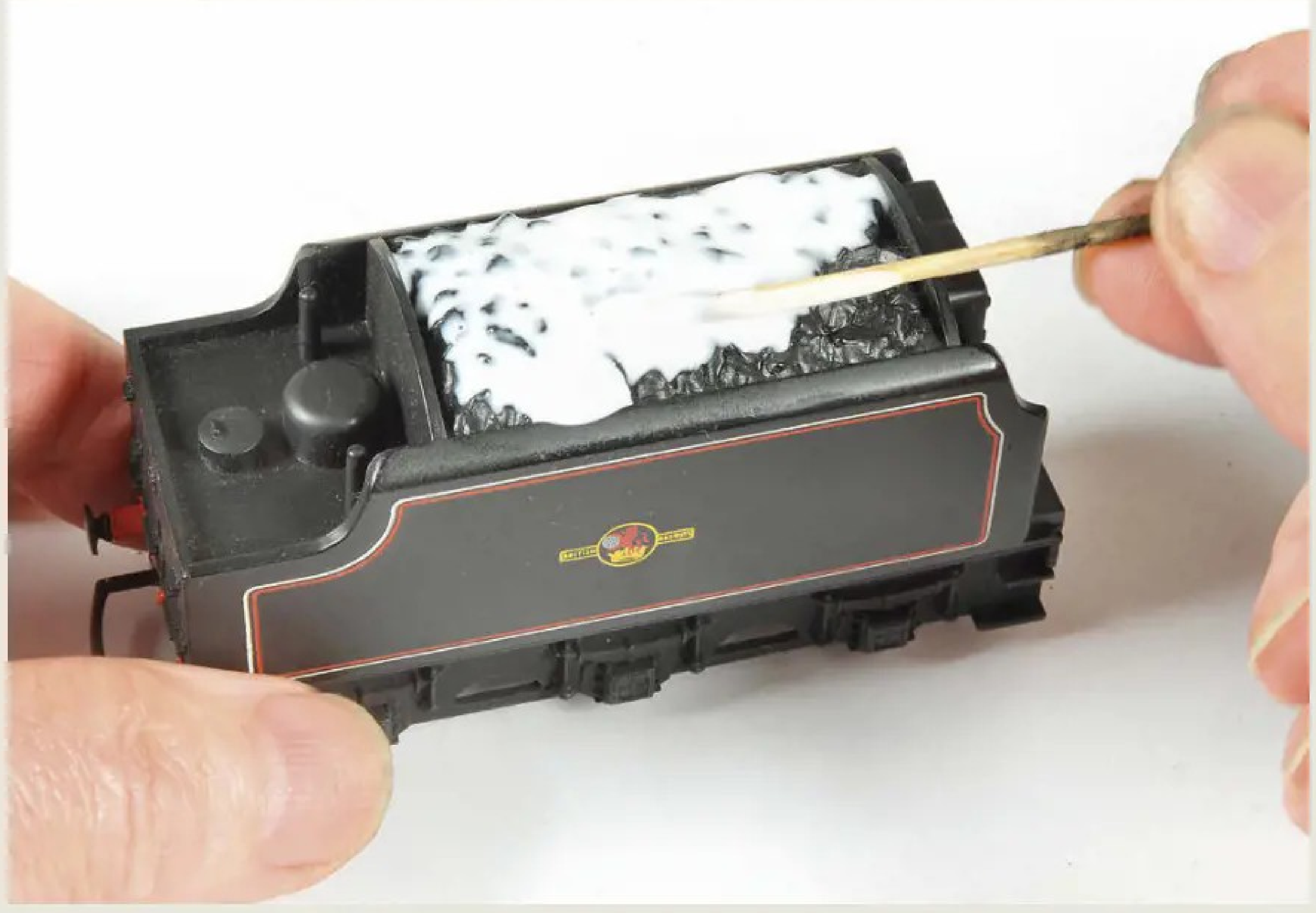
2 I have a pathological loathing of tension-lock couplings, and the first job was to shift the ghastly thing from the bogie; easily achieved by levering with the trusty Xurons.



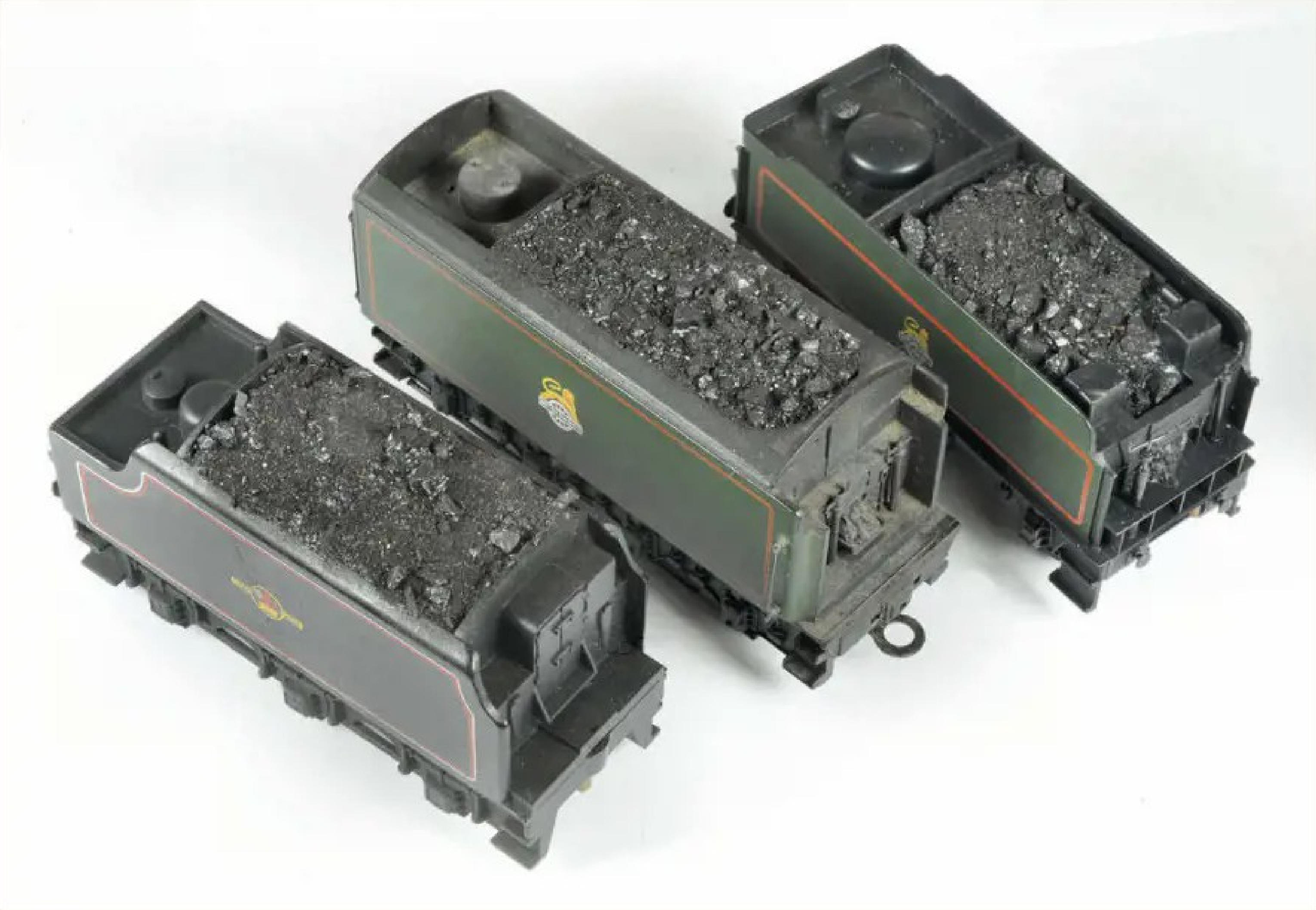
3 That still left the gross support at the bogie's front, so it was removed by the use of a coarse blade in a piercing saw, the part to be removed held firmly in the vice.



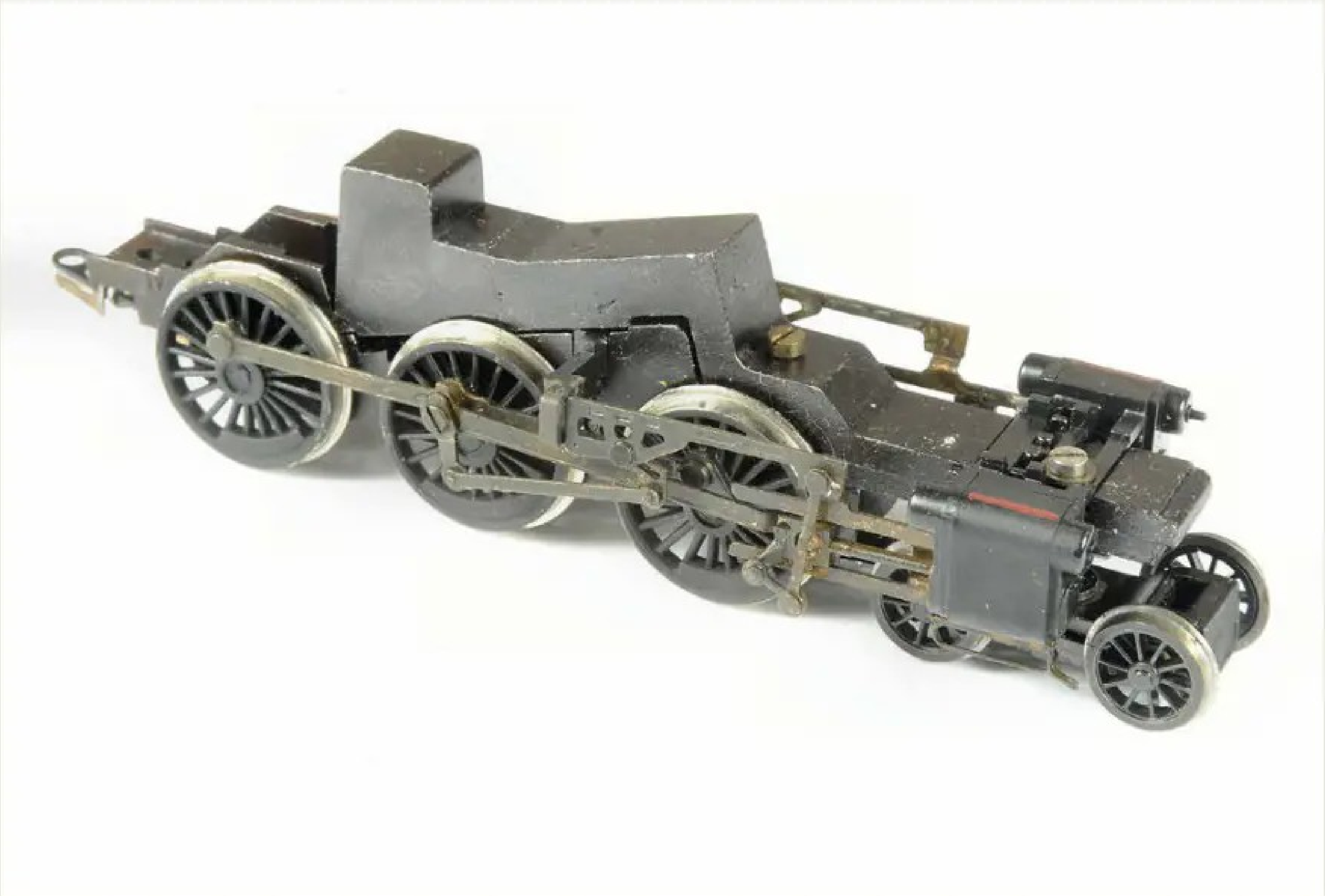
4 With the front lump gone, and the shiny exposed Mazak painted over, the next items for the bin (following the tension-lock and its support) were the horrid Hornby bogie wheels, here replaced by Alan Gibson ones I had in stock.



5 One of the simplest upgrades on any model is to add real coal (visit a preserved railway and there are bound to be odd lumps lying around, but please ask). I just covered the plastic coal with cheap PVA (bought from a Pound Shop), pushed around with a cocktail stick.

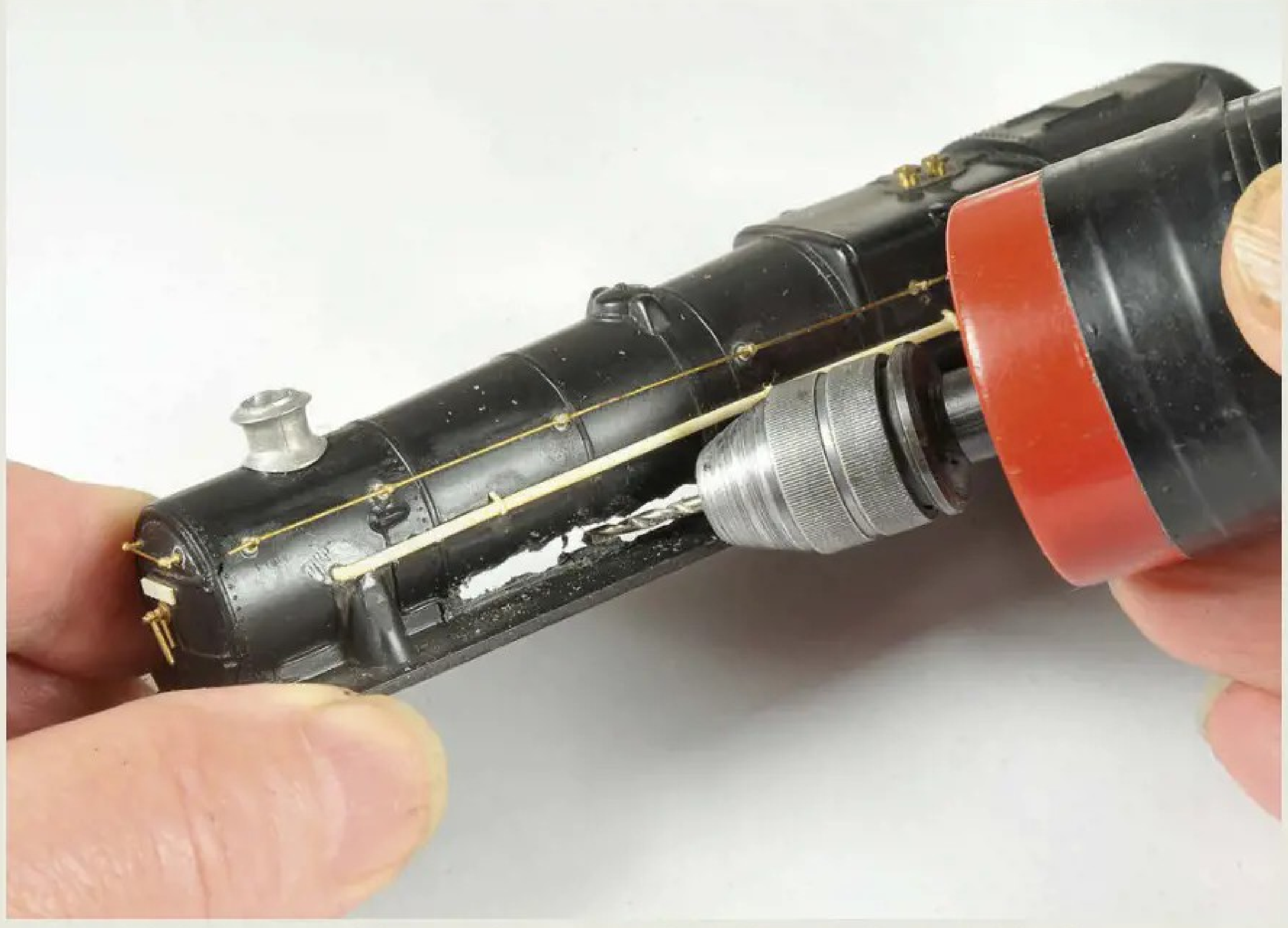


6 The real coal lump was placed in a stout polythene bag and bashed with a toffee hammer into 4mm-sized lumps, and then sprinkled on top of the PVA. Tenders behind other locos in this series were treated to the same realism upgrade.

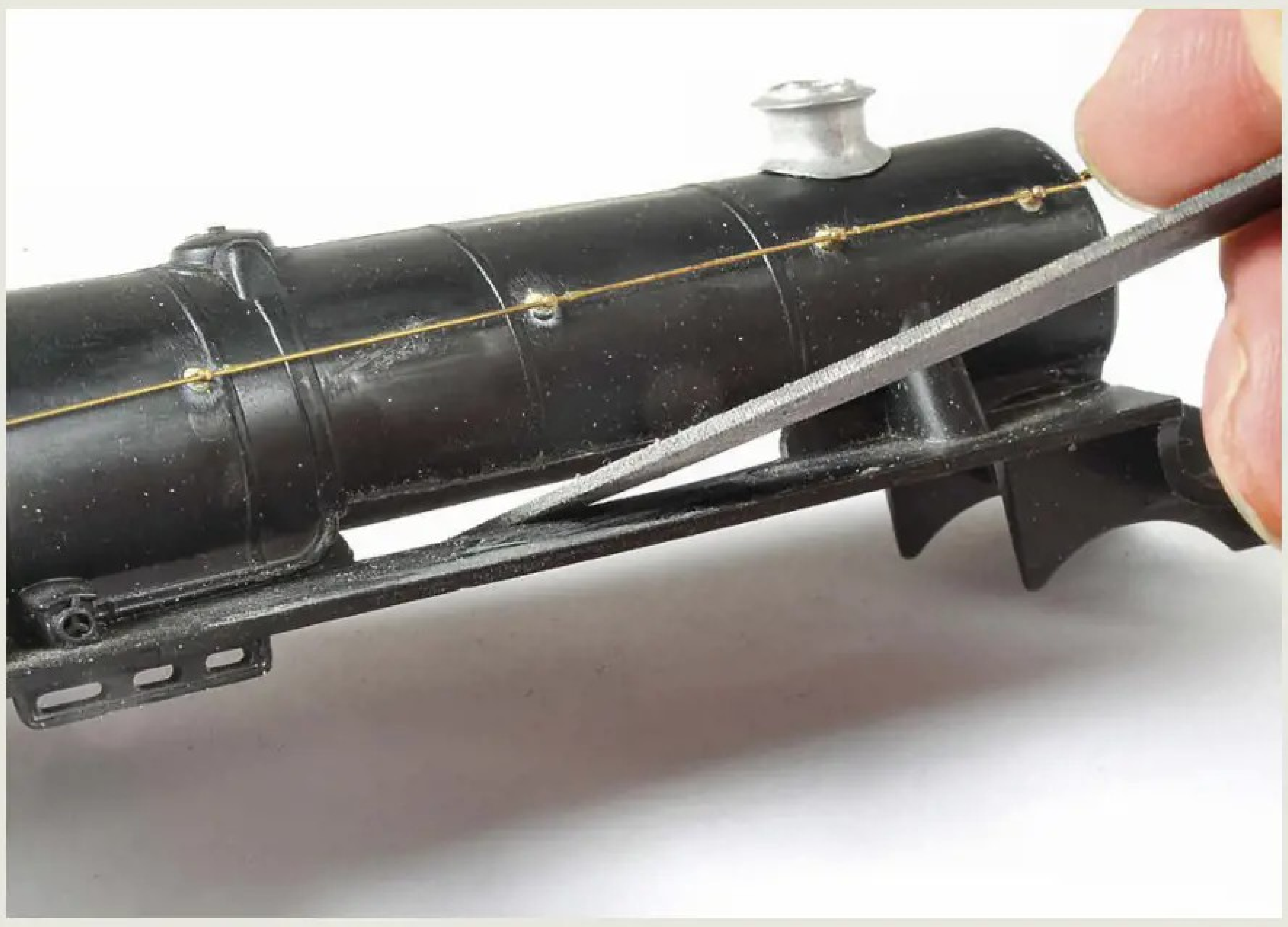


7 The chassis block, showing the screw-in weight. The rather hefty valve gear has been disguised by weathering, with matt brown and black enamels, applied with a brush. Cylinder drain cocks were also added, made up from 15Amp fusewire and stuck in place with superglue. What a huge difference those bogie wheels make.

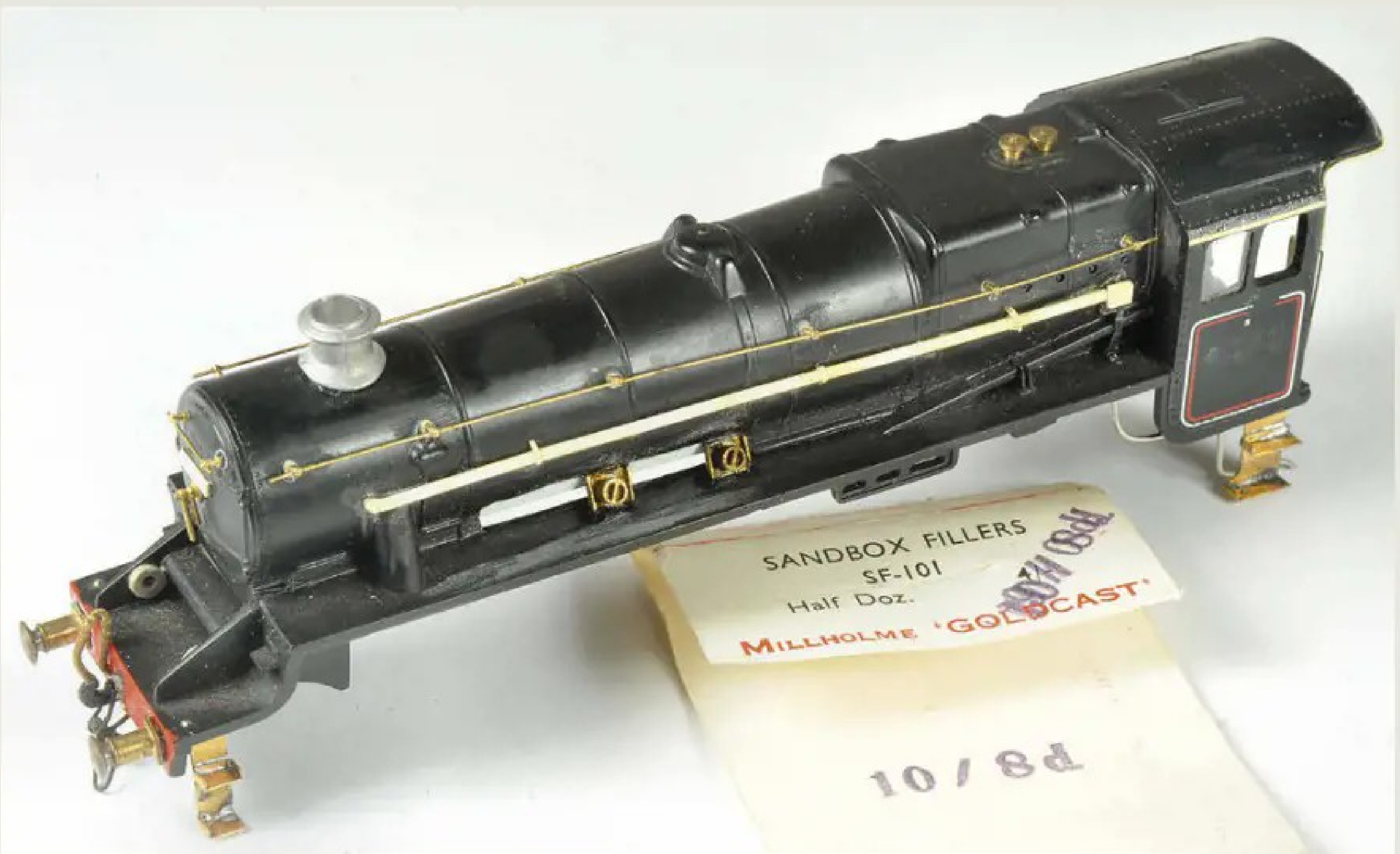
8 This is where fate took a hand in the project. In January, my dear friend, Chris Hawkins (of Irwell Press), died from cancer, and it's fallen to me (and other friends) to find new homes for his model railway collection. On starting this task, I found this Hornby Black Five body in a box – clearly an upgrade project on his part, and exactly what I was contemplating.



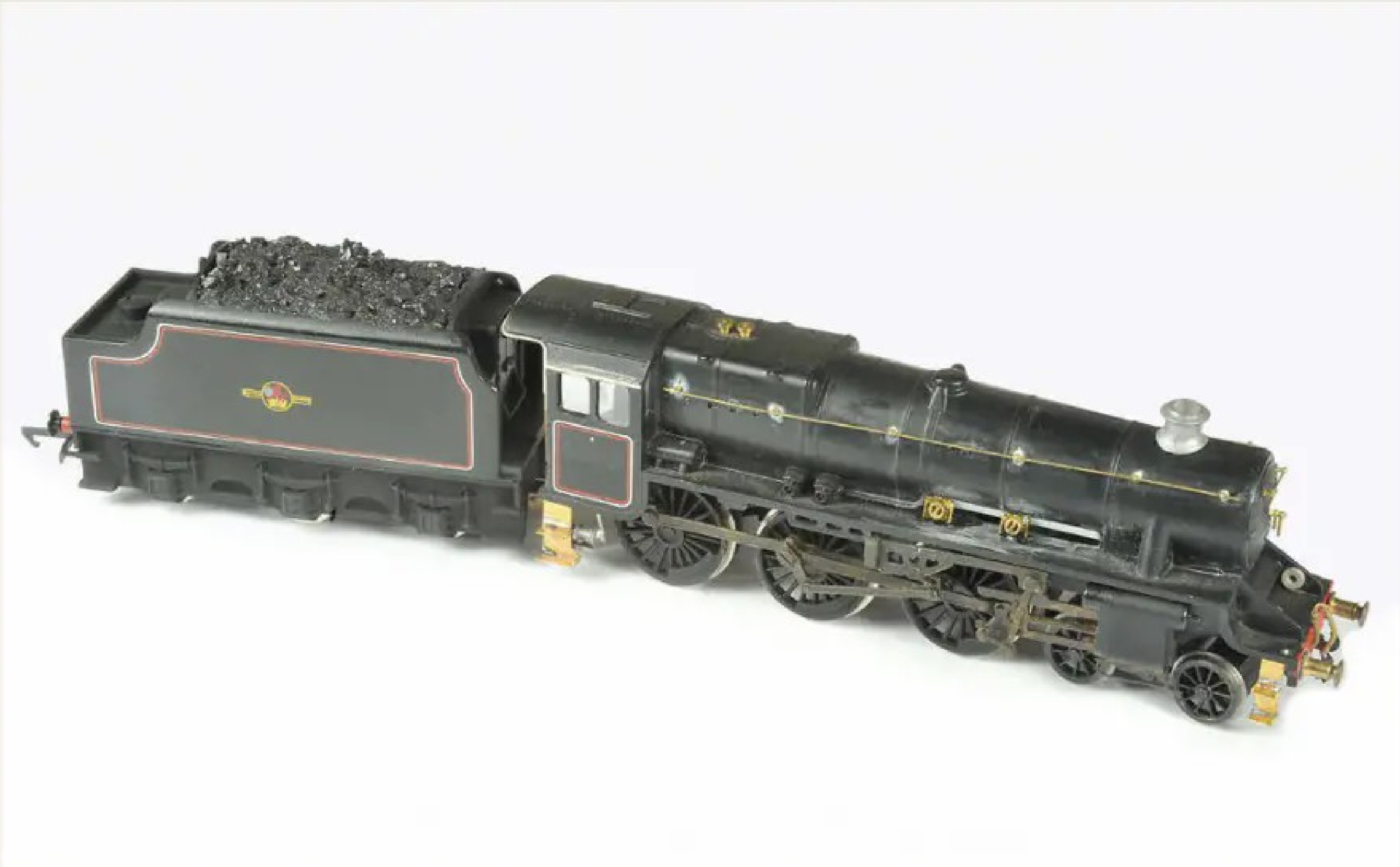
9 He'd started 'worrying-away' at the curious 'skirt between the boiler's bottom and the footplate. I carried the task on, removing most of it with a bit in a mini drill. This destroyed the sandbox fillers, but they're too puny, anyway.



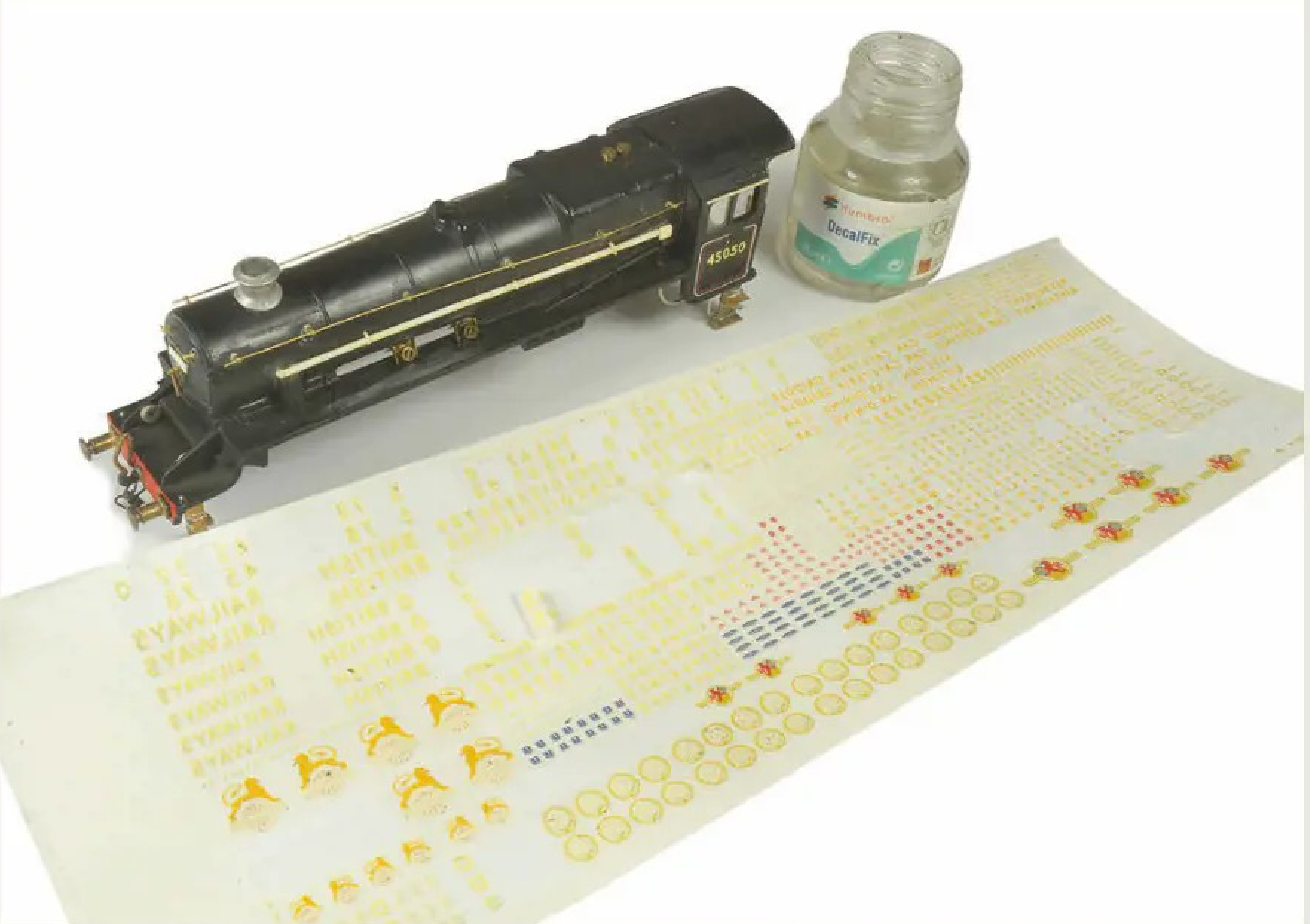
10 Cleaning up was achieved using a variety of flat files, but that then left something of a large gap. Which was part-filled by gluing a thin strip of Plastikard each side to extend the bottom of the boiler.



11 Replacement sandbox fillers came from the old Millholme 'Goldcast' range (just look at the price ten shillings and eight pence – pre-1974!). I'd removed the incorrect numbers and added steps from the ex-Mainly Trains range (now available from Comet), though why Chris had removed the original steps I don't know.



12 A front screw coupling came from stock, and extra pipework was made from fusewire. Not far off with the detailing now, and the whole lot looks a bit 'scabby'. The injector under the fireman's side of the cab came from my box of odd castings.

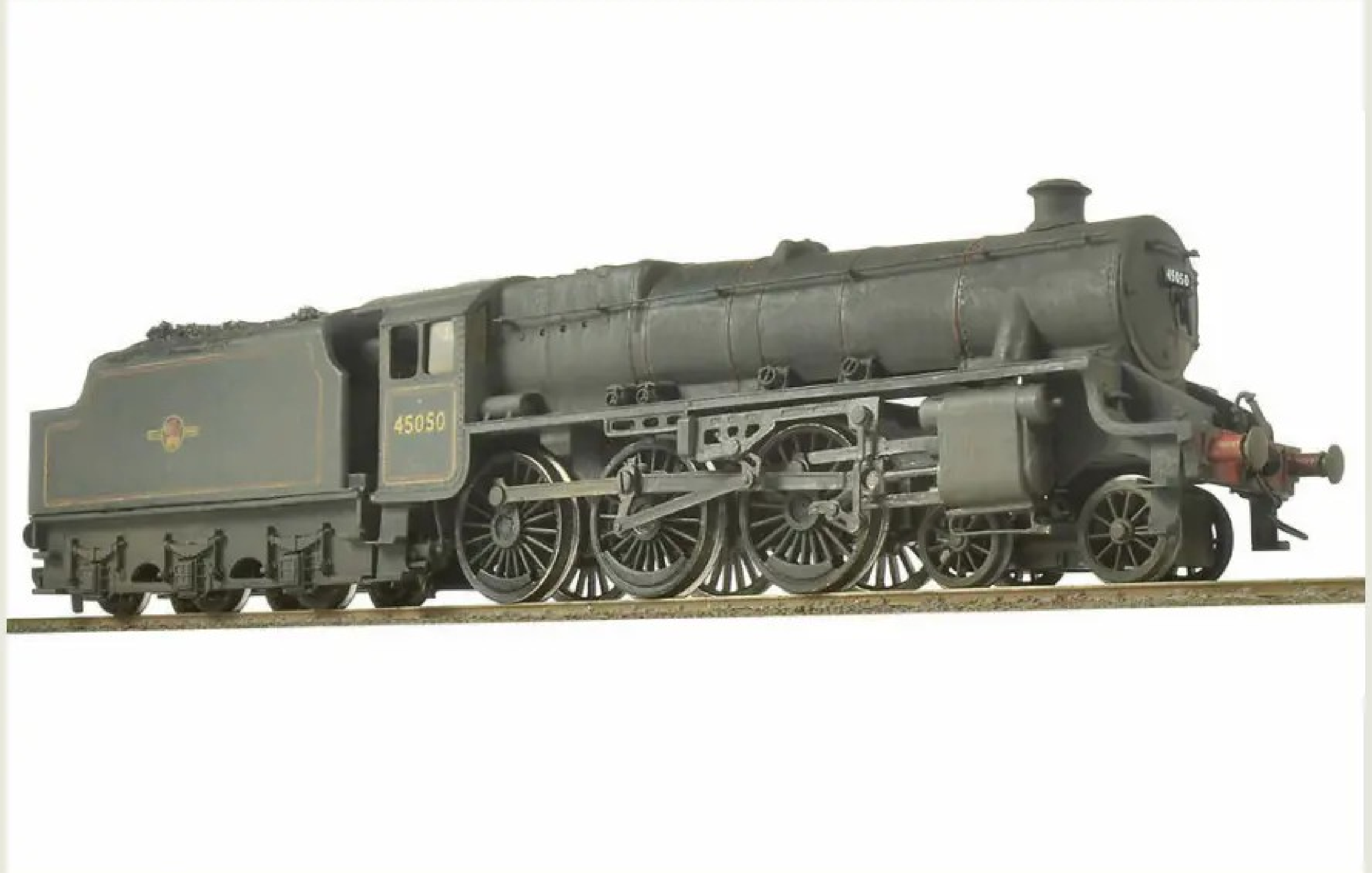


13 Replacement numbers came from the HMRS ‘Pressfix’ range, sheet number 14. Beware, because some sheets I’ve had in the recent past won’t release their numbers and have misalignment issues (though I’m told the situation has now improved). This is an old sheet. I always use a transfer fixing agent on these numbers.

MODELMASTER PROFESSIONAL™
4mm Scale Model Railway Waterslide Lining Decals
BRITISH RAILWAYS LOCOMOTIVE & CARRIAGE LINING
£3.30p

14 The damaged cabside lining and the boiler band lining came from the erstwhile Modelmasters’ range of waterslide transfers. These are excellent, and their disappearance (or so it seems) from the market is a loss (though there are alternatives). Why Hornby didn’t line the boiler bands to start with, I don’t know.

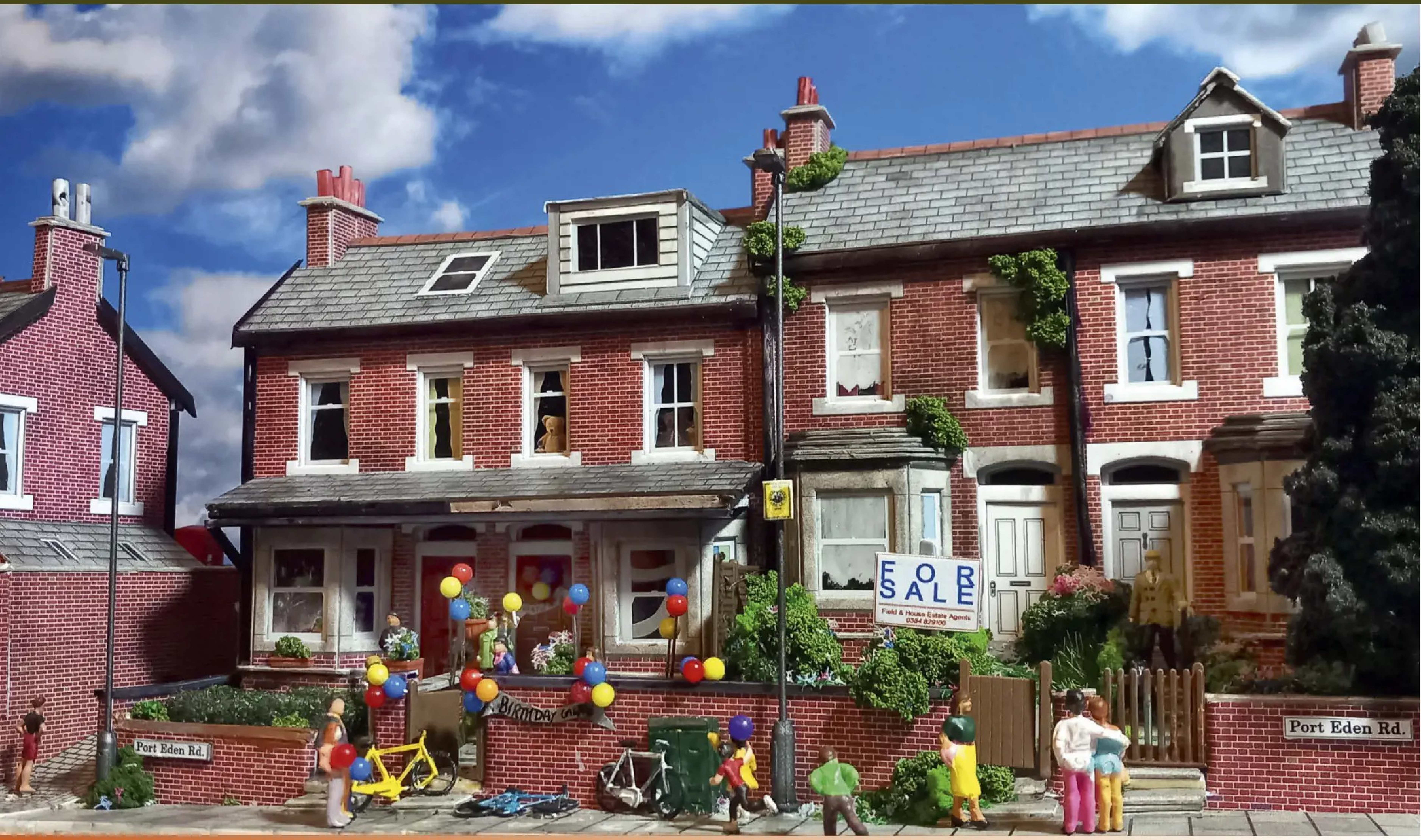
15 Just about done, and still very scabby! Cover-painting was achieved by a sable and matt black enamel (though I missed the vacuum standpipe). Matt red enamel finished off the buffer beam.



16 Under ‘studio lighting’ conditions, how does it stand up? Well enough, I hope. Weathering was my usual mix of sable, dry-brush matt enamels and thinners. The front numberplate came from Ian Wilson’s Pacific range.

CONCLUSION

In conclusion, I think the project has definitely been worthwhile. All told, the total cost crept up to just over £50.00 (which is what some current RTR wagons cost and half what some current RTR coaches cost). I know I have much in the way of spares, but this happens to all ‘modellers’ as their experience grows. I certainly haven’t produced a ‘scale’ Black Five (or Mickey as us Cestrians called them), but certainly a decent ‘budget’ one; one which will run happily (and very powerfully) on Hornby’s own track and most of Peco’s. I’ve also completed a project started by a dear, late friend – a project which will be finally sold for Cancer Research UK, which is fitting. It’ll be on my stand at The National Festival of Railway Modelling on November 22-23rd.



In Suburbia

Ben Bucki

RECENTLY, METCALFE has tweaked and upgraded the designs for some of the stalwart kits in the range, such as these, the terraced houses. They're designed as low relief fronts and backs, with bridging parts to mate the two kits together into whole houses should you wish. I've taken a look at how to personalise them, inspired by where I live now, but more so, where I used to live in Carlisle.

The project encouraged me to actually study the houses in my street, and how buildings can develop over a century and more. If anything, I realised I'd have to rein myself in with the small details; whilst the shells of the houses were largely identical, there was a surprising variety in styles of doors, windows, chimneypots, drainpipes and so on, even before getting into the realms of paint colours and gardens. I've ended up trying to reflect some of that in the model, and give the impression of a row of old houses that have been truly lived-in, and reflect something of the owners.

WHAT YOU NEED

Baker Ross
Dried Sphagnum Moss

Citadel Acrylics
Mournfang Brown, Celestra Grey, White Scar, Abaddon Black, Mephiston Red, Phalanx Yellow Macragge Blue, Technical Nihilakh Oxide, Nuln Oil

Gaugemaster
'Summer Scenic' Grass Mat
GM139 Flowerbeds Blue/Yellow

Hornby
Platform fences

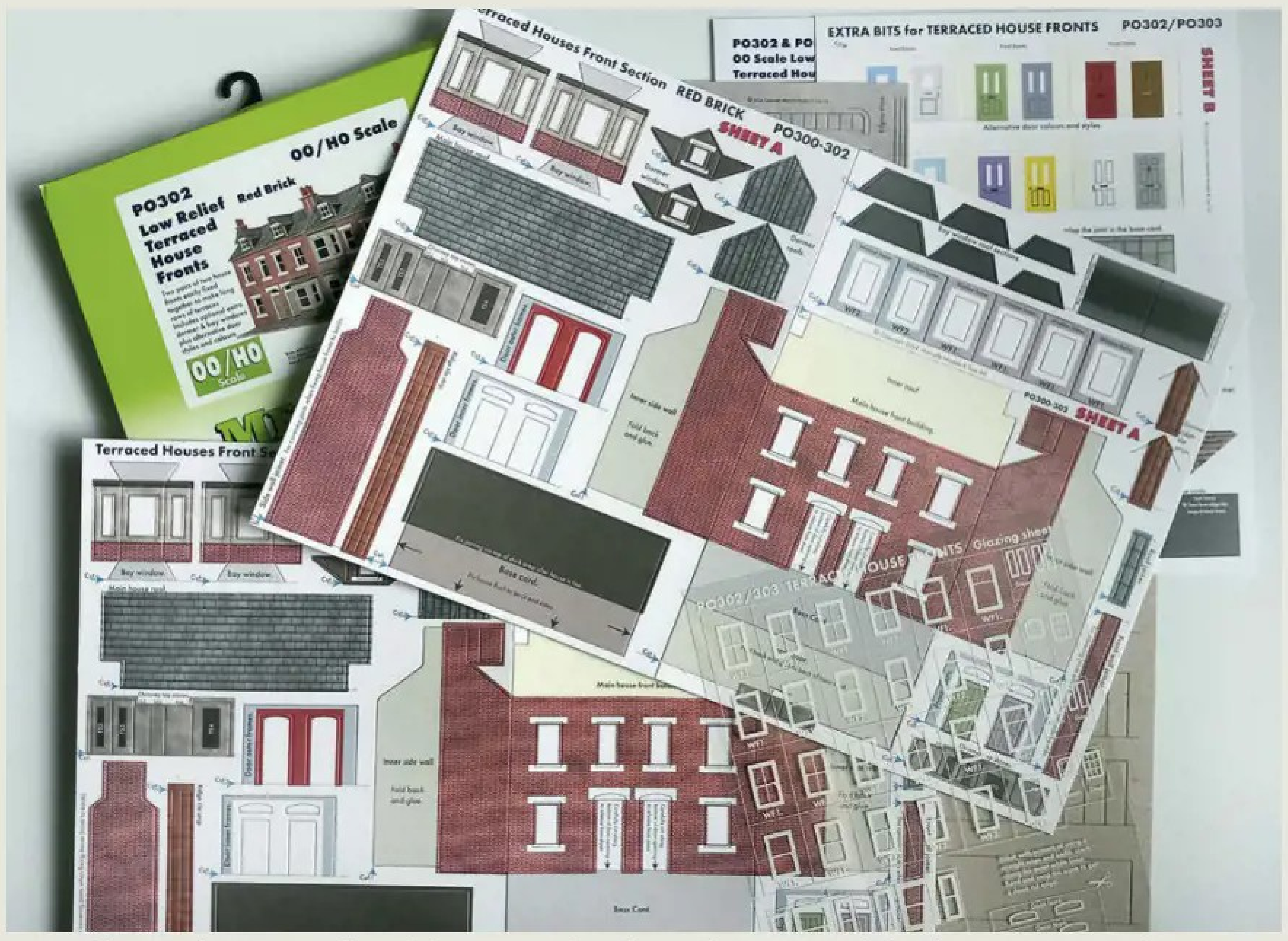
Jarvis
Flexible Hedging – N gauge
No.2 Mid Green Coarse Grass
Katy Sue Designs
'Flower Soft', various colours

Metcalfe
PO302 Low Relief Terraced House Fronts (brick), PO304 Low Relief Terraced House Backs (brick), Builder Sheets: Brick (M0054), Cobblestones (M0051)

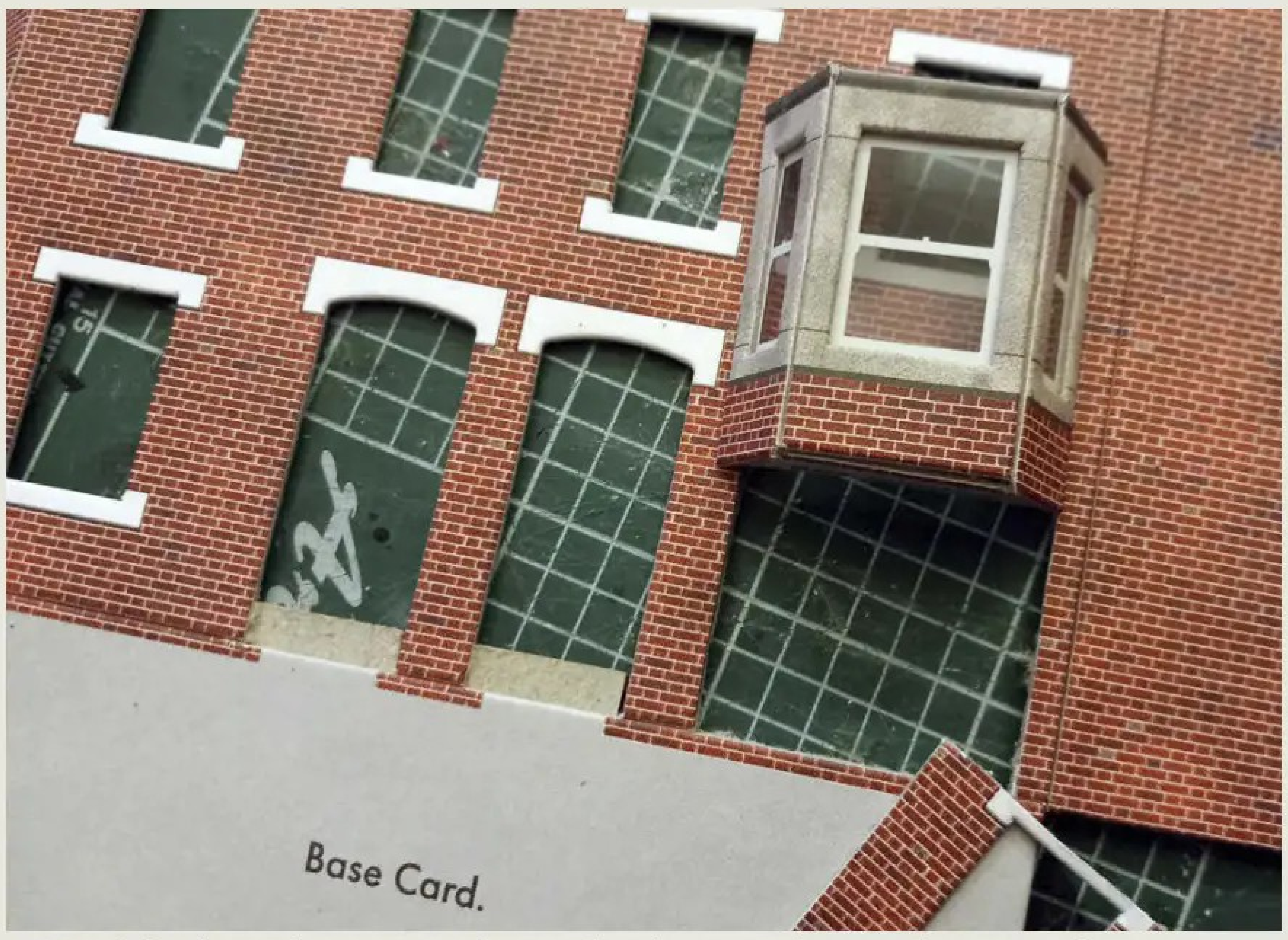
Slaters
Evergreen Channel no.265 and 263
Evergreen 3/32" Tube no.223
Evergreen Square Tube no.252
Plastruct 90604 3.2mm tube

Woodland Scenics
Medium Green (Clump Foliage), Bushes, Light Green, Lichen, Medium Green

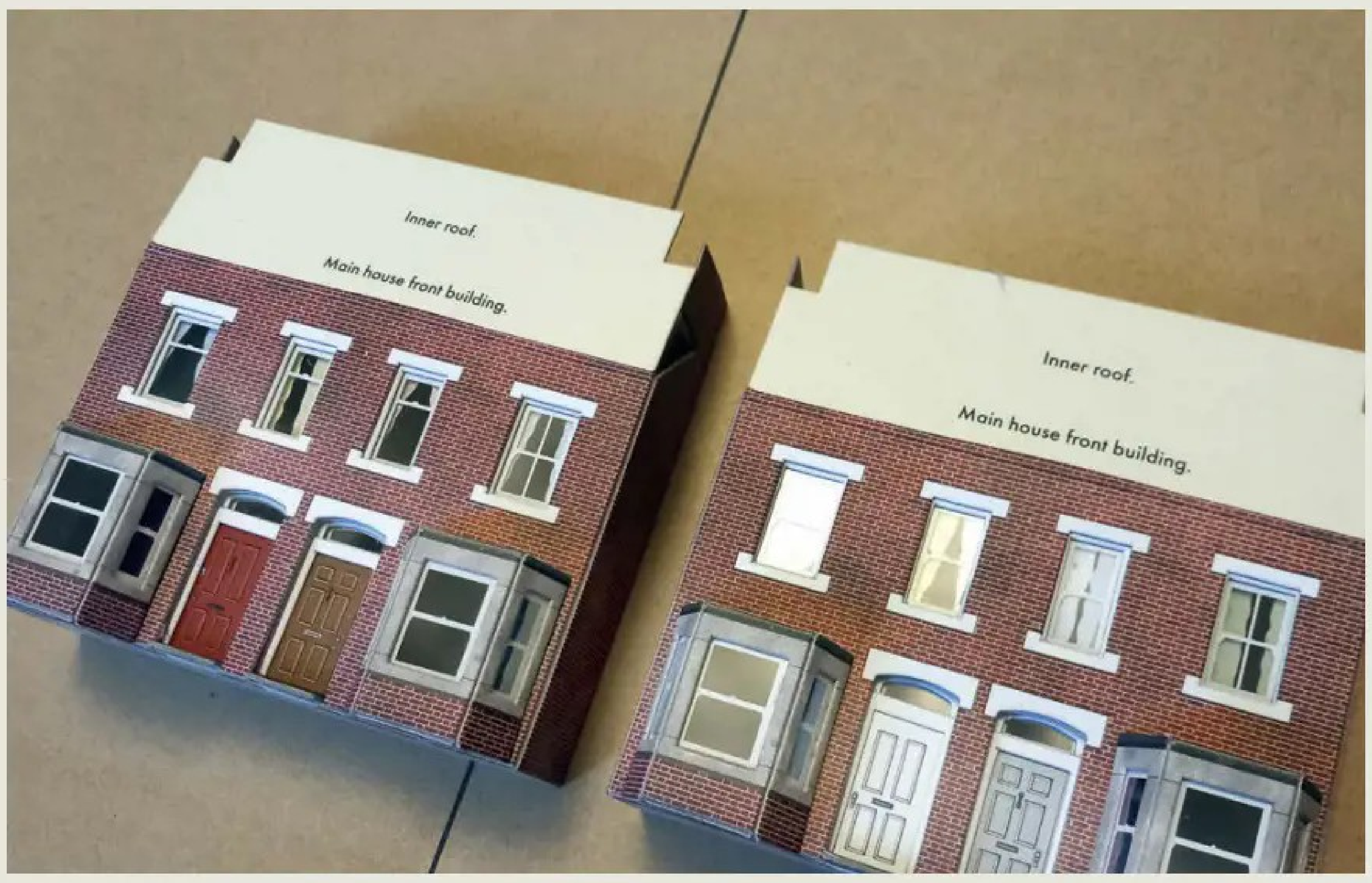
Other
Second-hand 00 scale trees, scale ballast, 'Sharpie' permanent markers (brown, grey, black), Roket adhesive PVA, Pritt-Stick, UHU wood glue, hot glue, superglue, scrap MDF, ply, and 3mm mountboard, second-hand fences, round-headed map pins (various sizes), Busch plant pots, craft knife, Swann-Morton scalpel (sizes 10 and 22 blades), scissors, steel rule, engineer's square, razor saw, coping saw, cutting mat, hot glue gun.



1 Opening up the kit reveals the sheets with the mass of components; well laid-out, though, and not too overwhelming if you carefully follow the instructions. Lots of opportunities to personalise with different doors, dormer windows and so on.



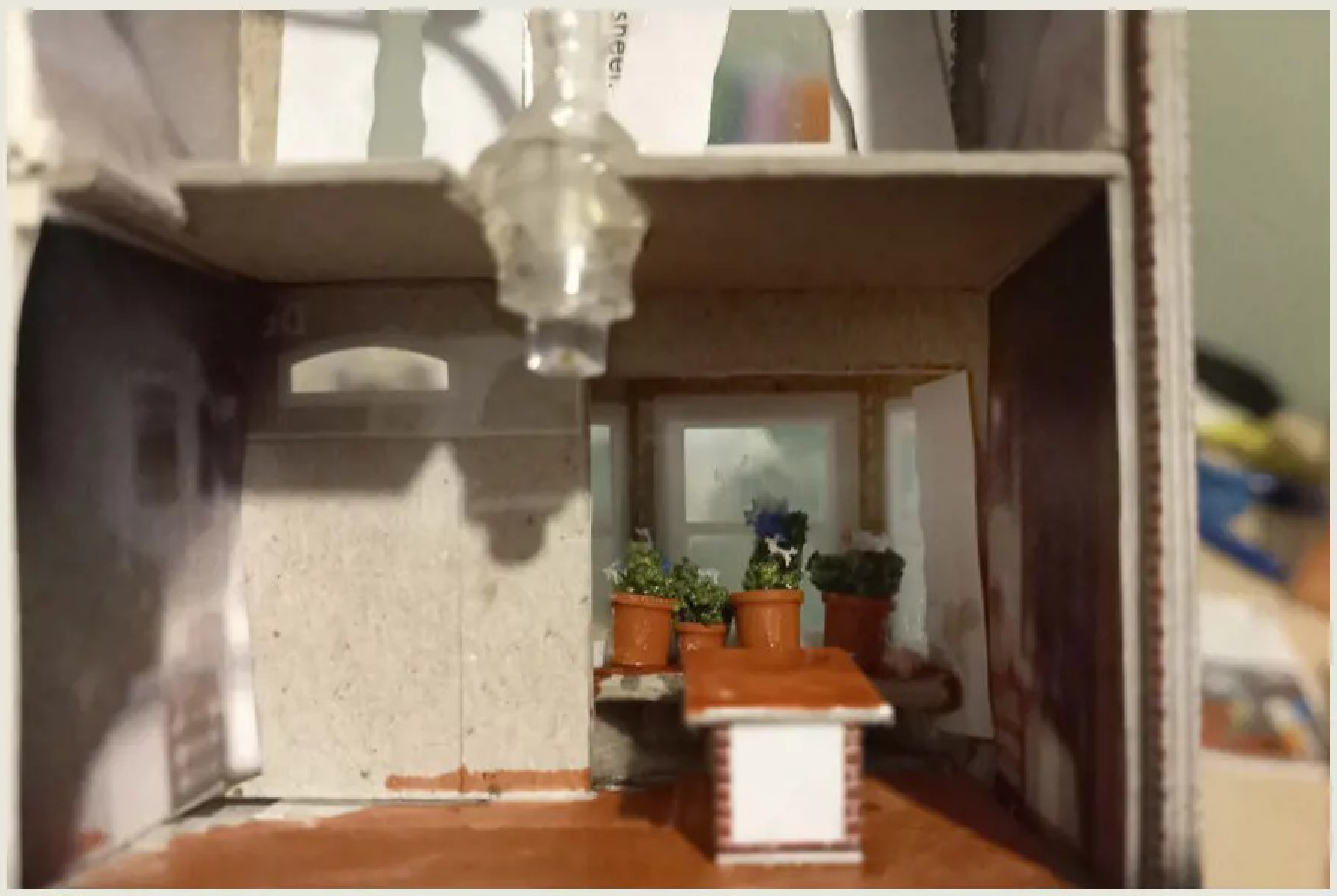
2 My first departure from the instructions - I wanted some representations of rooms behind those big bay windows rather than the plain black paper backing supplied, so I carefully measured and cut a wider aperture in the front walls.



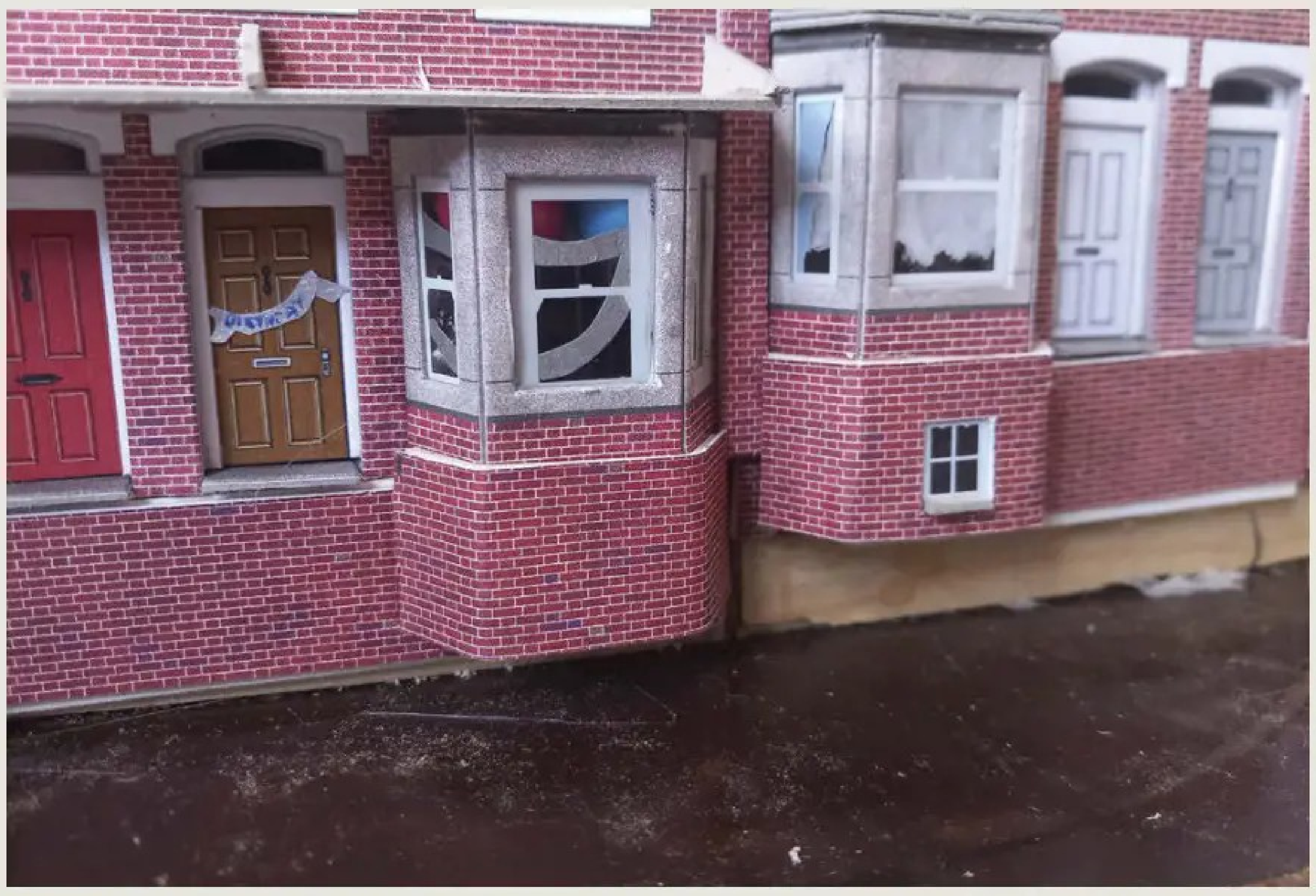
3 The houses ready for the personalisation to really begin - at this stage, I left the slate roofs off, as I was still exploring ideas for the dormers and possible attic conversions based on my own street.

4 I photographed the insides of my own and relatives' houses, rooms at work, even a holiday home we were stopping in. These were then blurred and resized. I added pics of teddies and toys to some of the windows to create a family home.

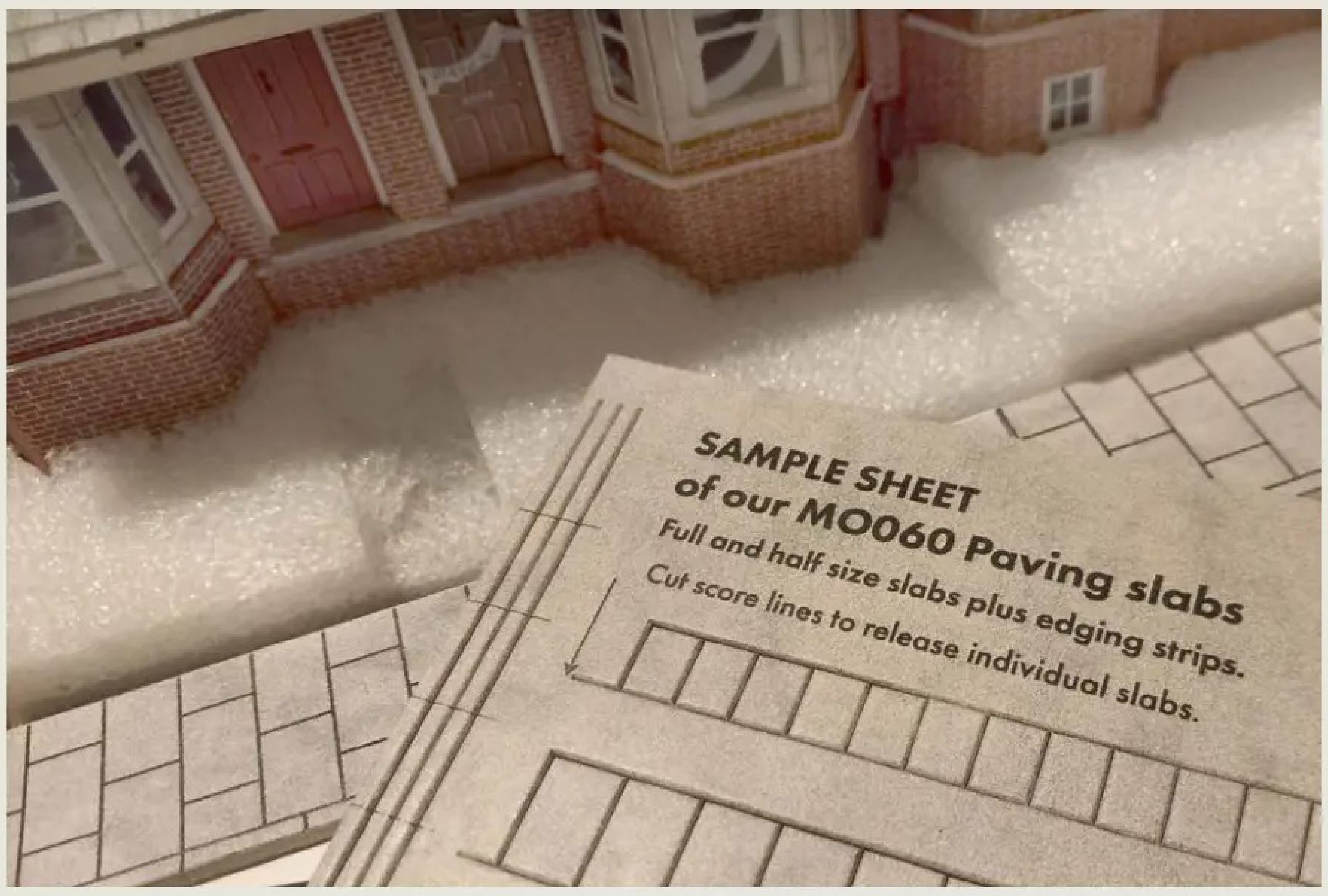
5 A quick test revealed the interiors were too dark to see with the backing on, so in a moment of mission-creep with the project, I decided to add interior lighting, via some cheap battery Christmas lights I had in stock. It would also enable me to perhaps do some night/evening shoots with the diorama eventually.



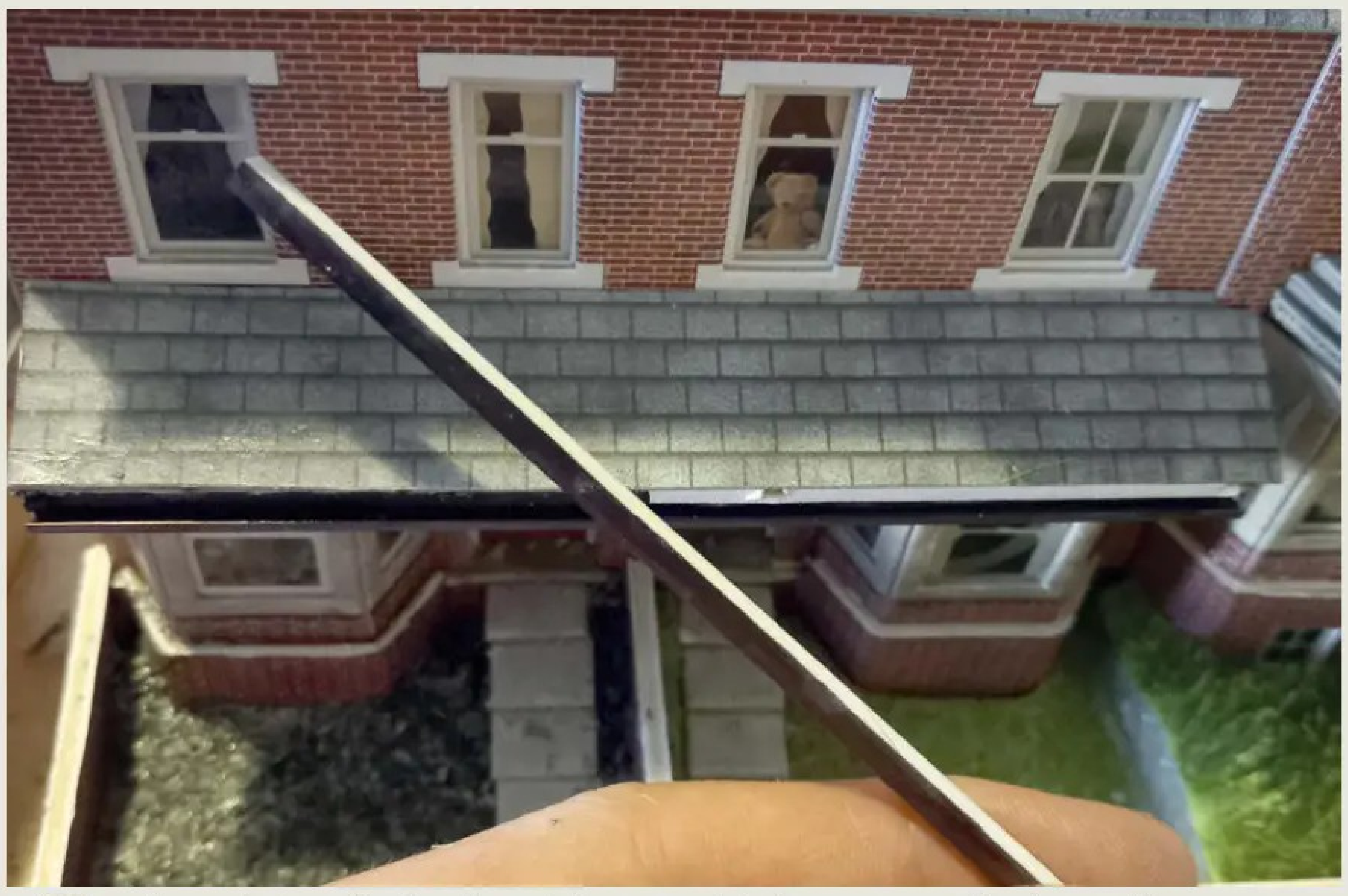
6 The somewhat rudimentary interiors, with lighting installed. The plants are a mix of foam scatters in Busch plant-pots, with some Katy Sue Designs' flowers. I wanted to give each house a different scene to hint at the personality of the owners, and this one is inspired by my own and the large number of houseplants we have in the window.



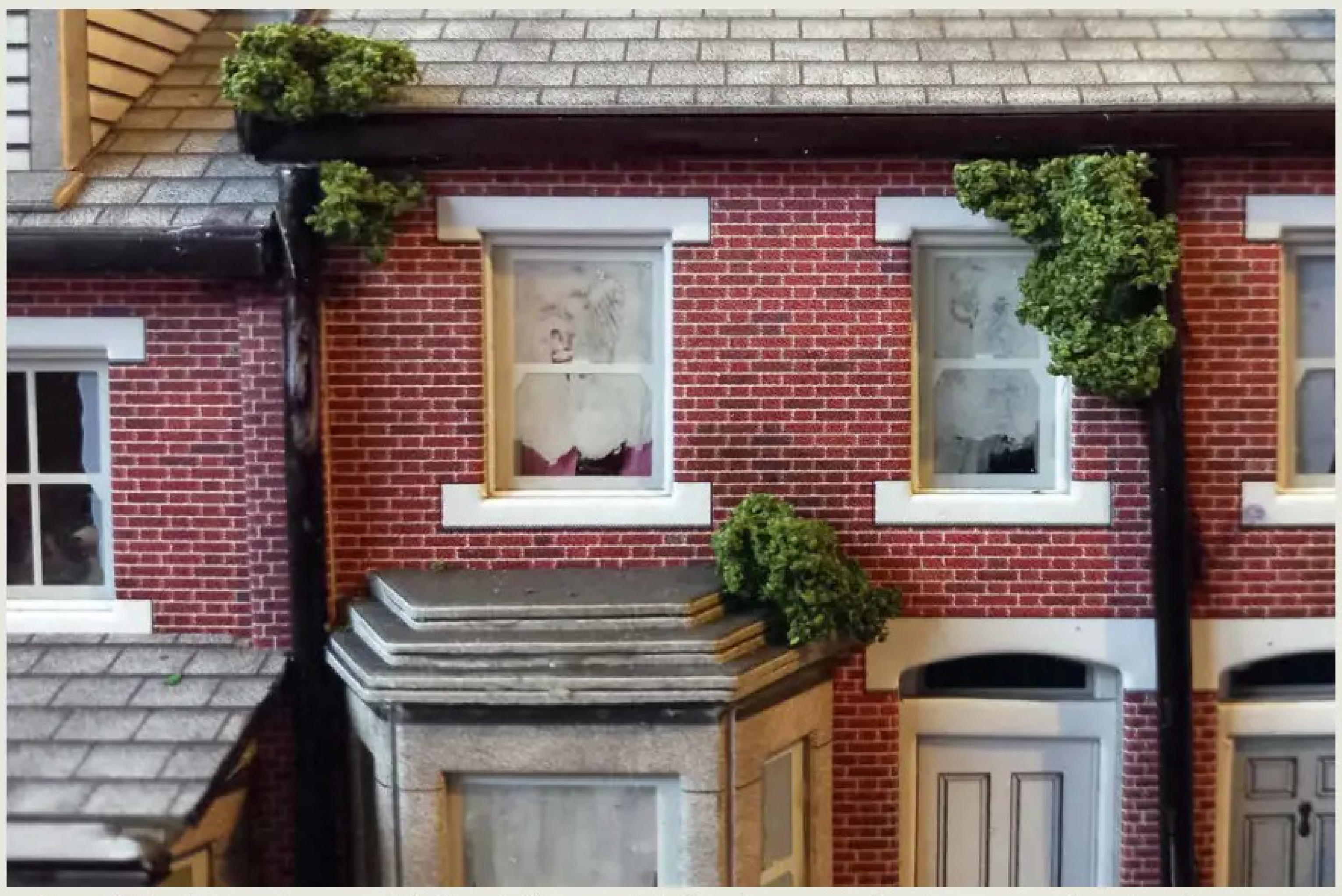
7 Because I'm a glutton for punishment, I decided to complicate the build and set the houses on a slight slope, so with the addition of another sheet of brick texture, and some 3mm mountboard scraps, I added a lower floor. A spare frame from the kit became a basement window.


SAMPLE SHEET
of our MO060 Paving slabs
Full and half size slabs plus edging strips.
Cut score lines to release individual slabs.

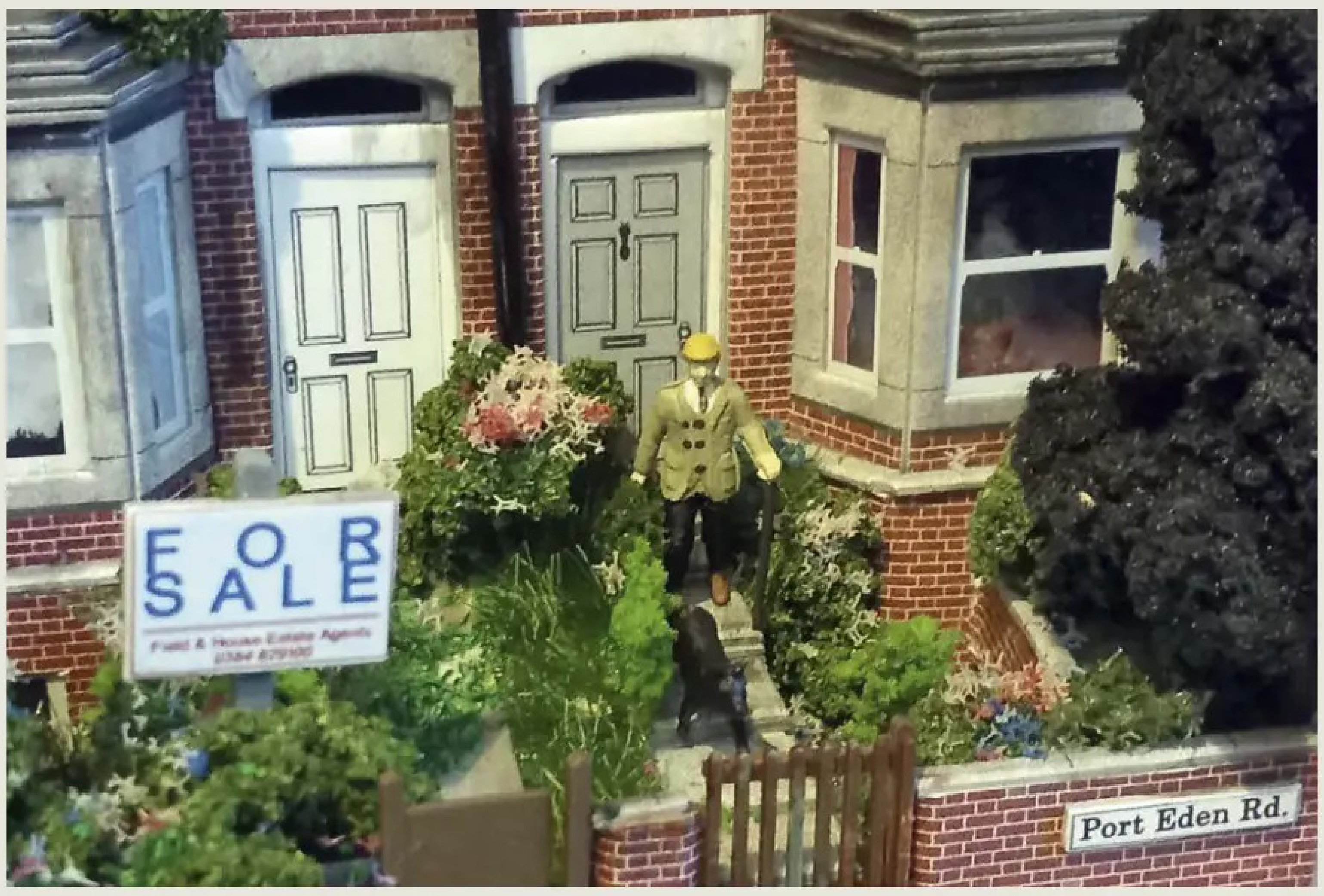
8 After making ground levels with some packing foam, I used a sample sheet of embossed flagstones to make steps down to the supplied printed pavements (from the kit), with some extra walls using more of the spare brick sheet and scrap mounting card.



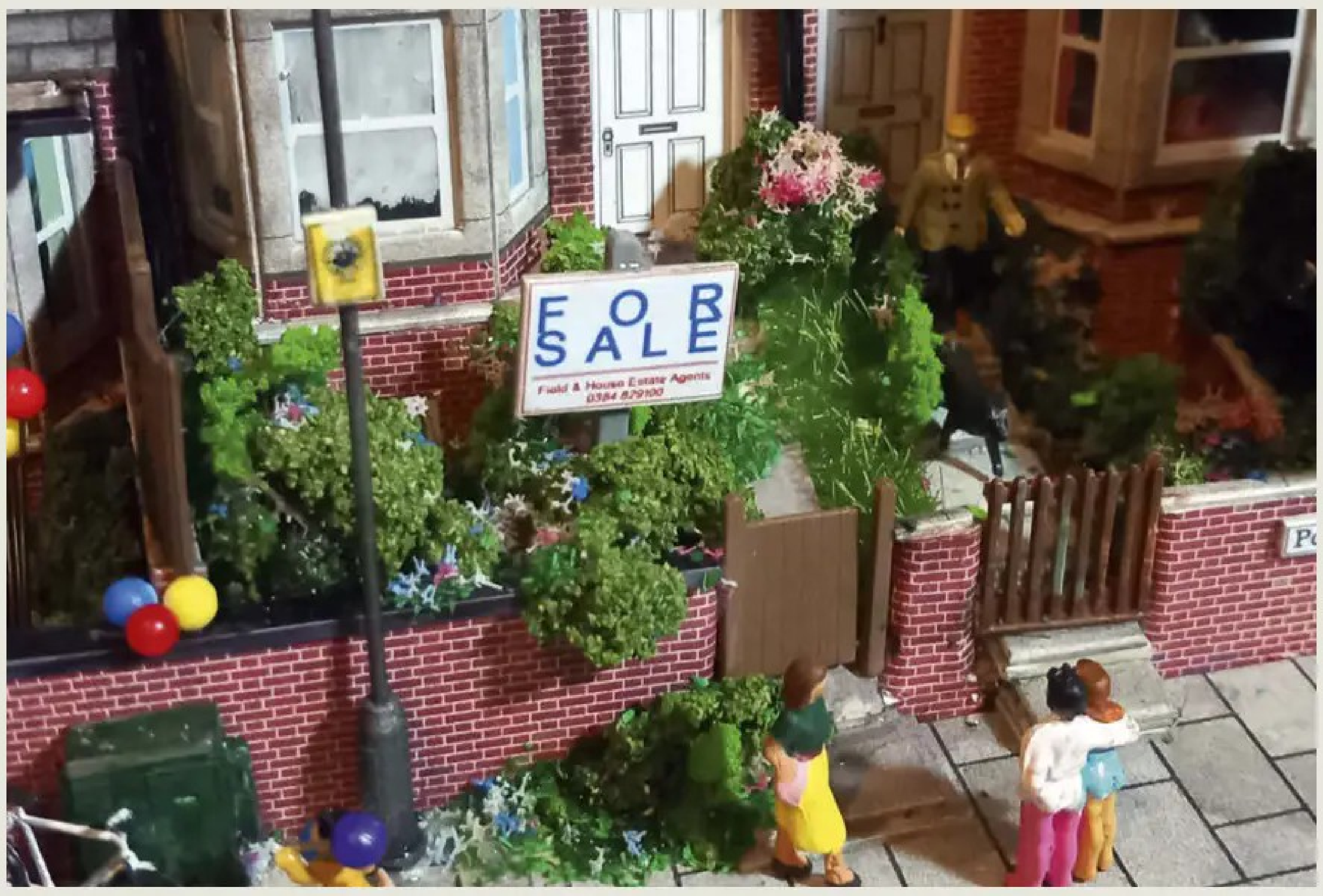
9 A variety of plastic strips and tubes, mostly from the Plastruct range, were used to create barge-boards, drainpipes, and chimneys (I struggled a little with the rolled-card method recommended by Metcalfe). Square-section was used to make the gutters.



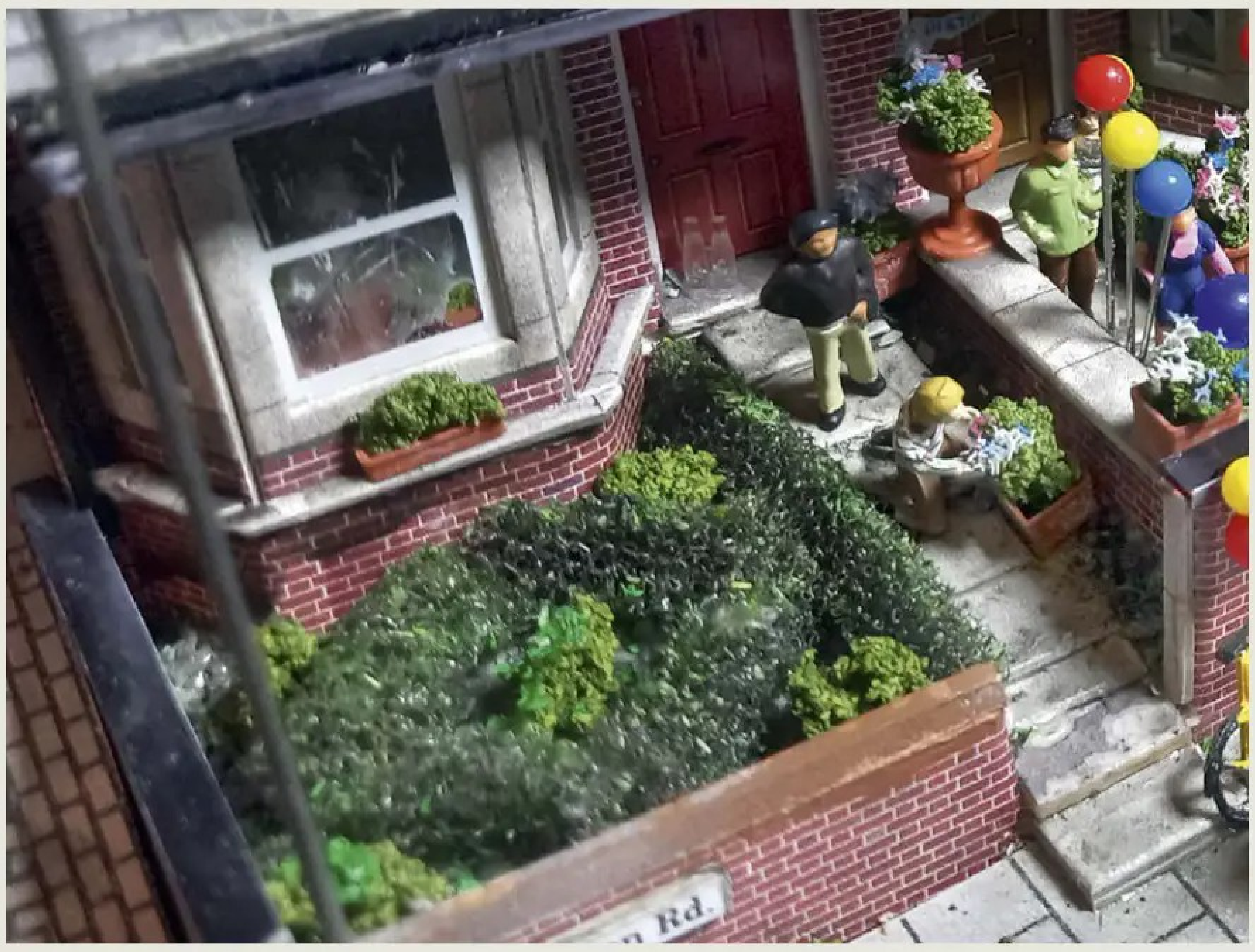
10 To give a hint at the middle house being neglected, empty, and for sale, I used foam scatter to make the drainpipes look like they were sprouting greenery. Also visible are the different roofs over the bays - pretty much as-intended by Metcalfe on the right, and based on my own house on the left.



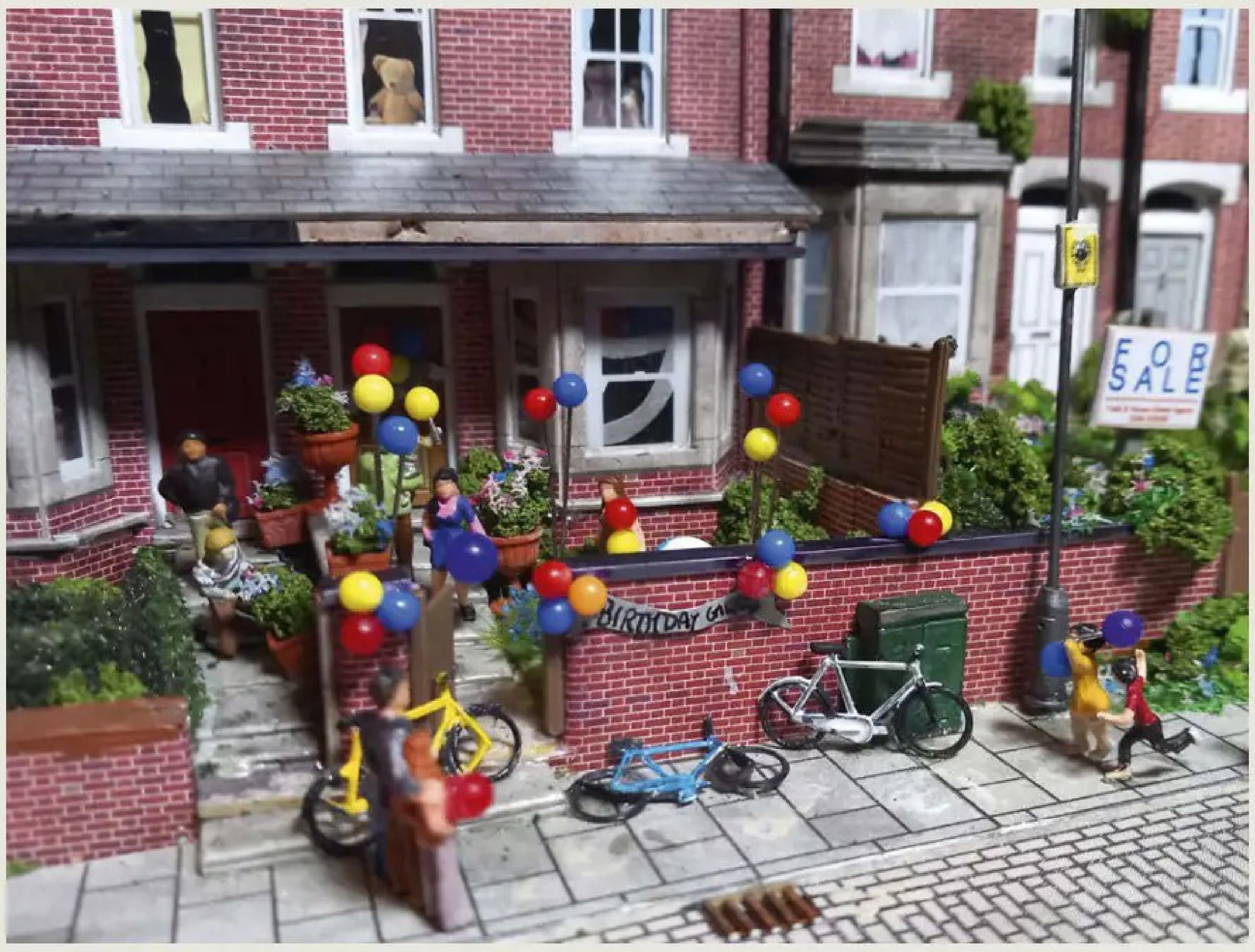
11 I wanted the house on the right-hand end to look like it belonged to an older couple, so it has an established tree, and a garden that, while full, is looking like it's getting a little harder for the older residents to maintain. The chap who owns it is quite distinguished, and probably grateful somebody is finally looking to buy the empty house next door…



12 This house needed to look like it had been standing empty for a while, so the garden was made seriously neglected and overgrown, and the gate and fence a bit rickety. I also used Citadel Nuln Oil to stain the brickwork and frames a bit, as if this home had never had the old smog-staining cleaned off.



13 The house on the end is directly inspired by our own, complete with the topiary we inherited when we moved in. The window ended up fogged with superglue fumes, but it matches our real one where the double-glazing has failed and needs replacing… lets call it a happy accident, rather than a mistake during building the kit!

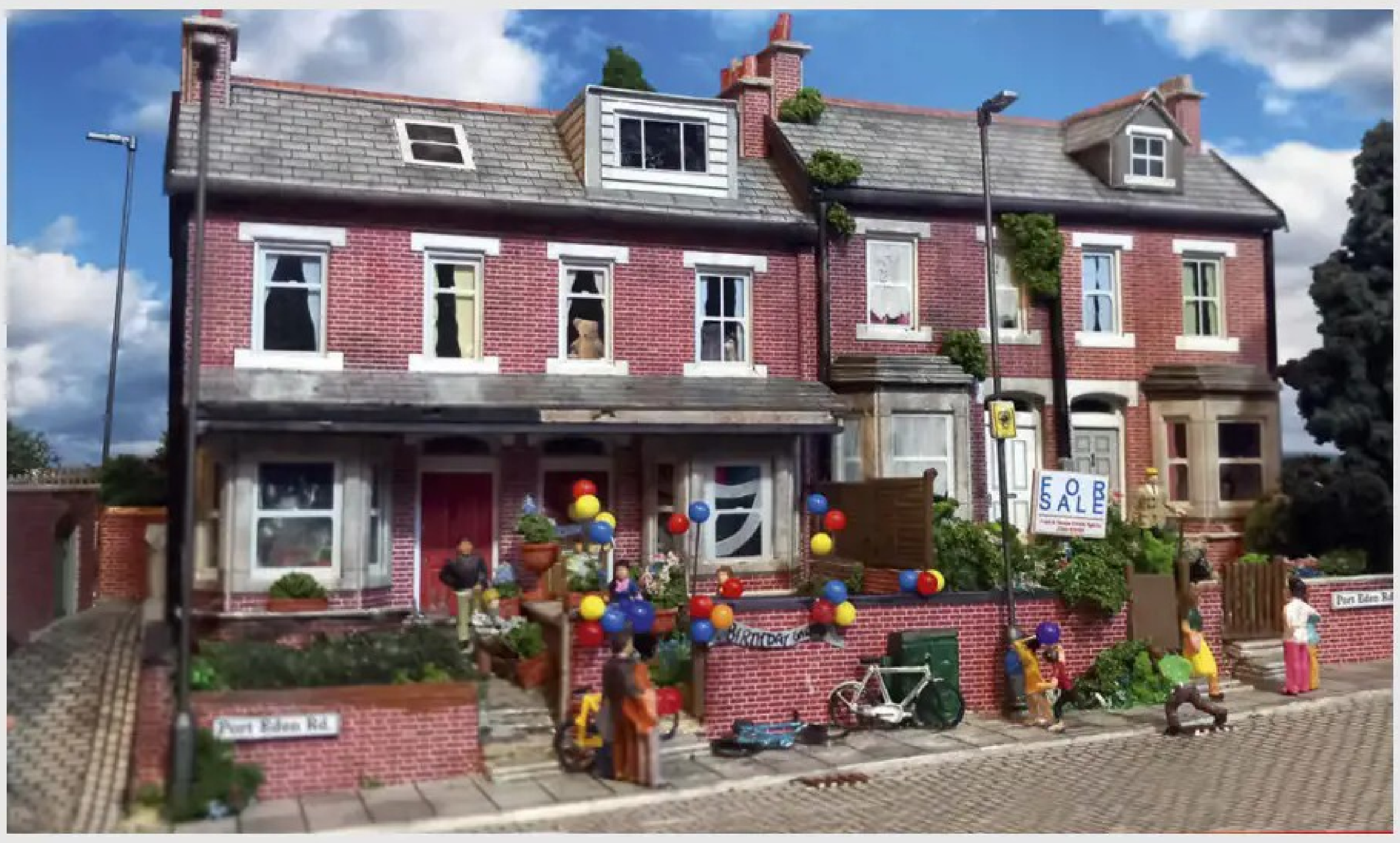


14 I wanted the house belonging to the young family to be a riot of colour, and (inspired by one of my neighbours while I was making the project) I set it up as a kids' birthday party, with things like balloons made from sewing pins. I added teddies in the bedroom windows, and some summer toys in the garden to convey there were young kids living there, then crowded it out with figures.

CONCLUSION

The fun thing about card kits is the ease of personalisation and modification, and Metcalfe makes this easier by selling matching sheets of brick, stone, cobbles and the like as accessories so you can keep a coherent 'look' (as well as supplying a variety of styles of windows, doors, and curtains in each kit).

While the houses could be built as-intended, hopefully this shows how an interesting scene can be created with a bit of imagination; I couldn't resist turning this into a bigger diorama, with the addition of a pack of the Terraced House Backs and some brick and cobble sheets, and lots of detail bits, mainly from the scrapbox. A great project that even a beginner could have a go at, with endless possibilities.

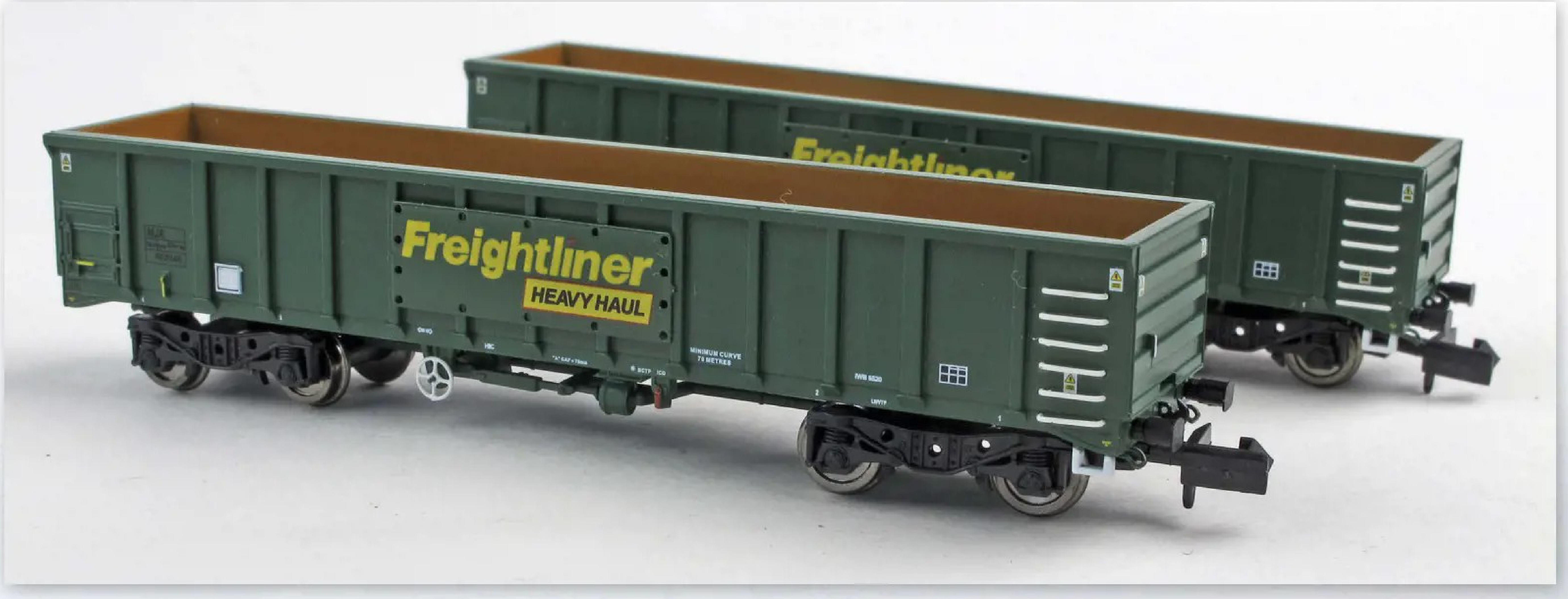


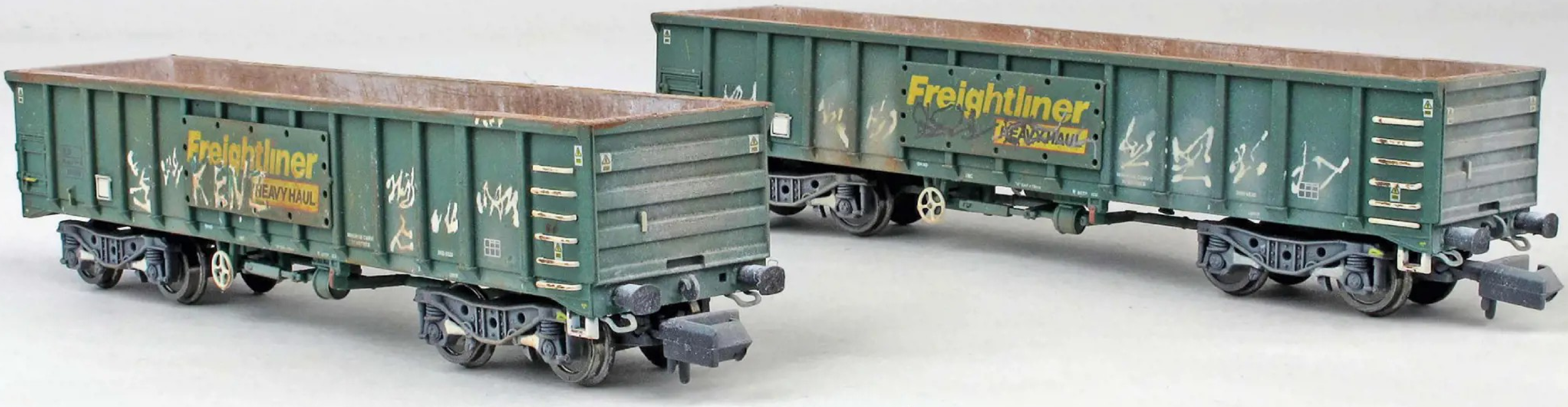
STOCK EXPECTED SOON!

We're expecting stock of the Rapido/World of Railways Limited Edition BP Fireless locomotives in October.

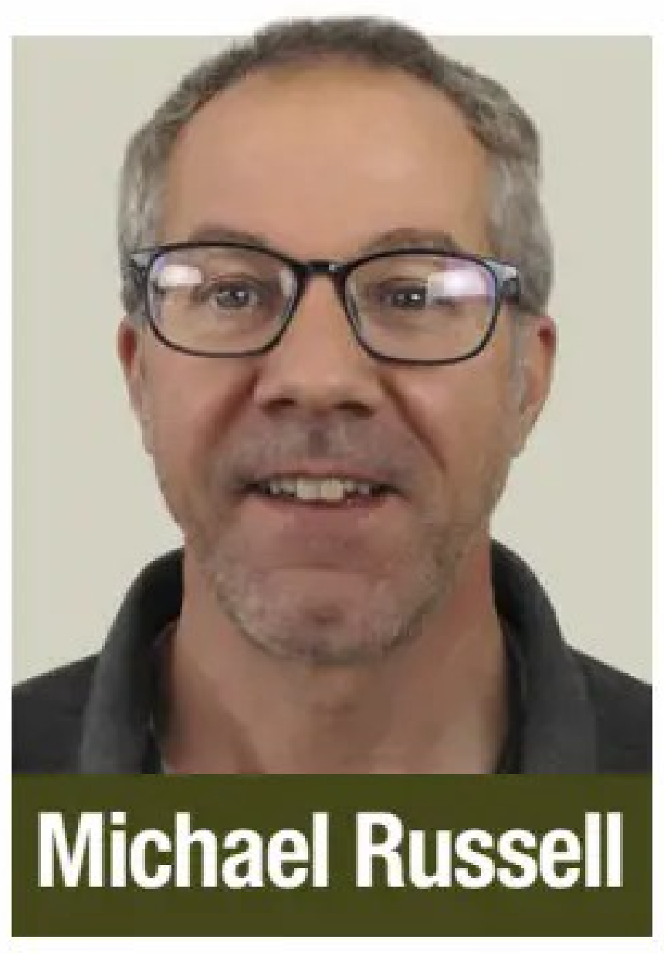
This Andrew Barclay 0-4-0 'Caledonia' Fireless locomotive, in the BP livery carried by works number 2238, was delivered in February 1948 to Distillers Co Ltd. for their British Resin Products plant in Barry, South Wales. BP acquired Distillers in 1967 with the livery of the locomotive changing to that which we see in these pictures of our forthcoming model with BP's well-known shield logo used from 1961-1989.

There are two versions available – DCC-Ready and DCC-Sound – priced at £139.95 and £249.95 (plus postage) respectively. The production run is strictly limited to 100.
worldofrailways.hooluh.co.uk/locomotives





Weathering MJA Bogie box wagons in N



Michael Russell

A TOTAL of 60 of these aggregate wagons were built just after the turn of the century and they are unusual for British practice in that wagons are coupled in pairs using a bar coupling. These models are depicted in their Freightliner colours, but you could just as easily use these weathering techniques on the GB Railfreight-livered versions.

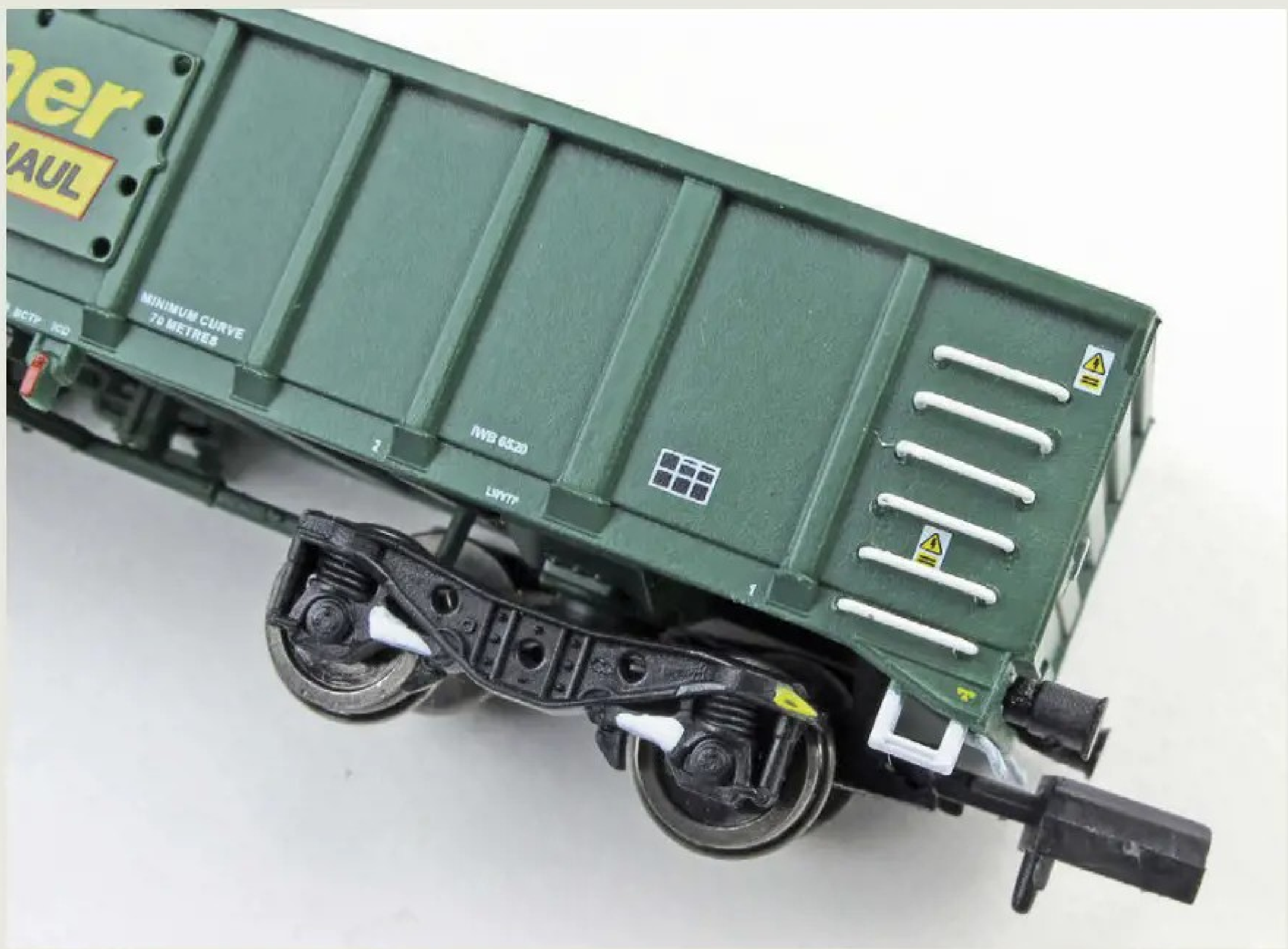
I added the joining bar to the end of one wagon so it could be included in the weathering process, but I left the brake pipes off, as these interfere with the N gauge couplings. I left the model couplings on, so that they would be included in the weathering process. The wheels were removed before starting.

WHAT YOU NEED

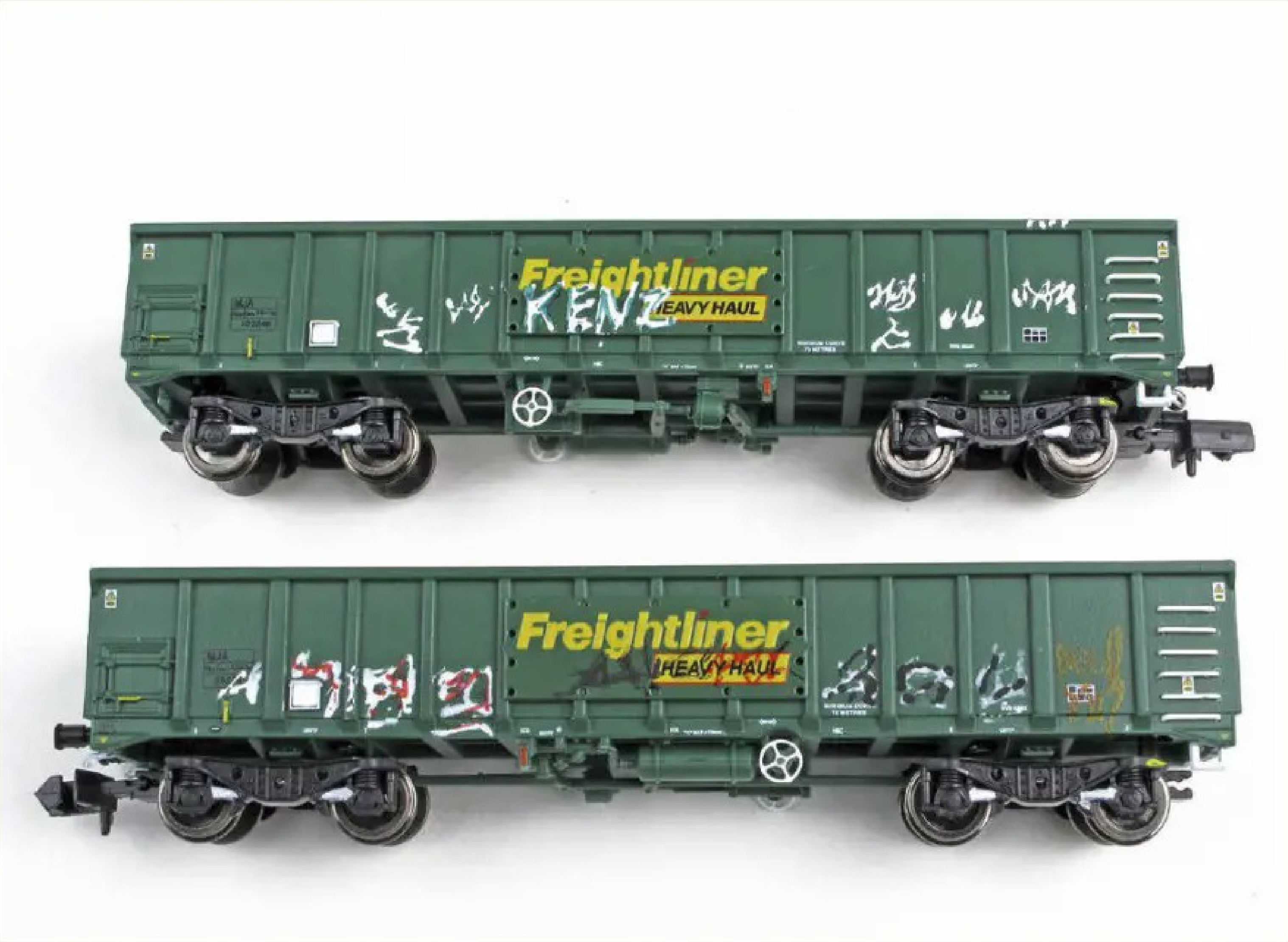
Cult Pens
Uni POSCA black, white and yellow pens

Dapol
2F-025-009 MJA Bogie Box Wagon Freightliner Heavy Haul Livery (N gauge)

Other
Yellow, light grey, dark grey, sand coloured and white enamel paint, matt enamel varnish, rust coloured acrylic paint, rust and white weathering powders, small paintbrushes, hairdryer, large soft brush, hog's hair brush, double action airbrush.



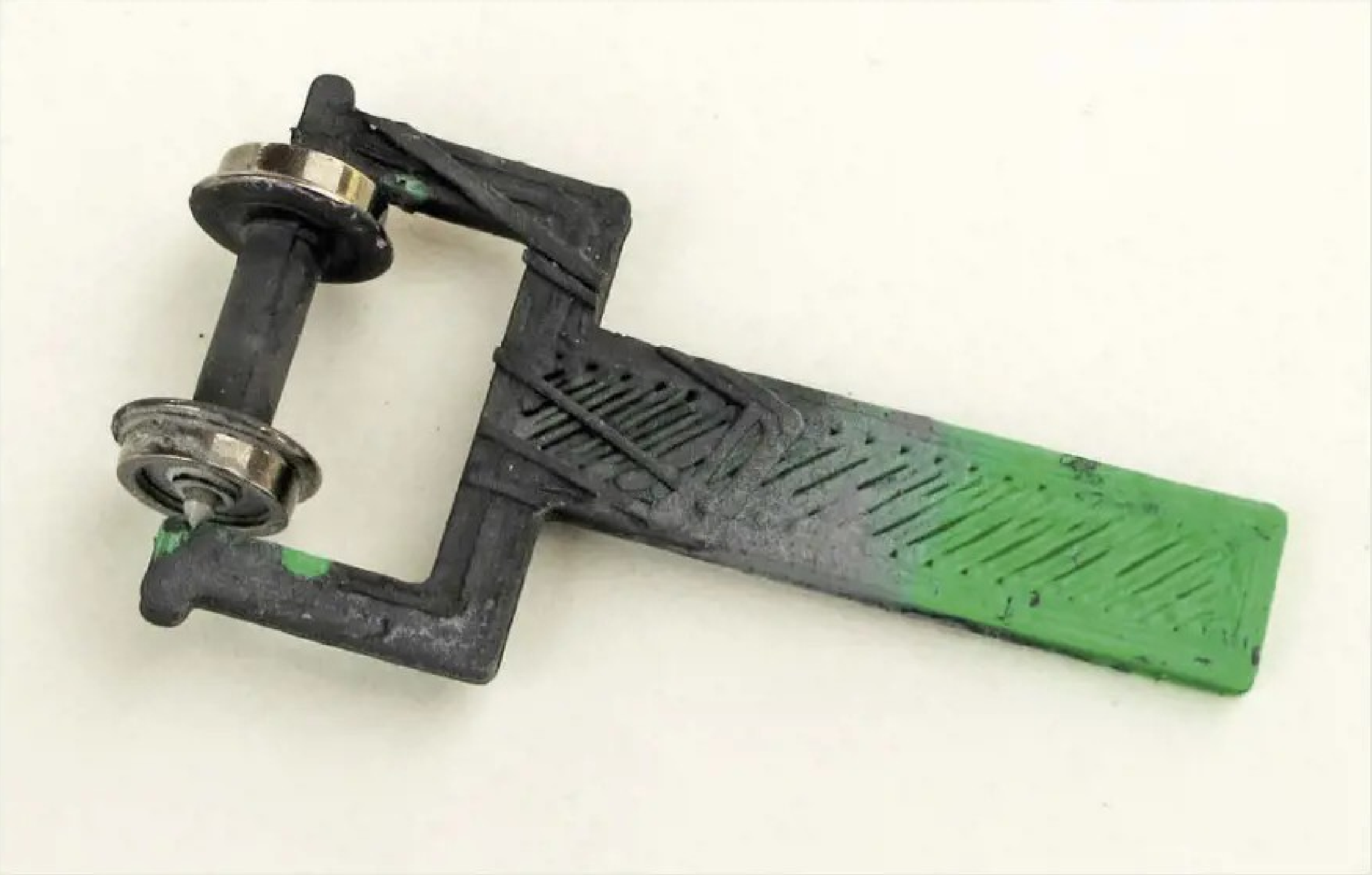
1 Using a small paint brush, add white enamel paint to the bogie swing links and on the end handrails below each buffer. Use yellow enamel paint on the top of each shock absorber.



2 Add graffiti using POSCA pens of various colours. White and black always work well for this, but some red or yellow will work too on these green wagons. Don't be too stilted in trying to write the King's English - scrawl is needed here.

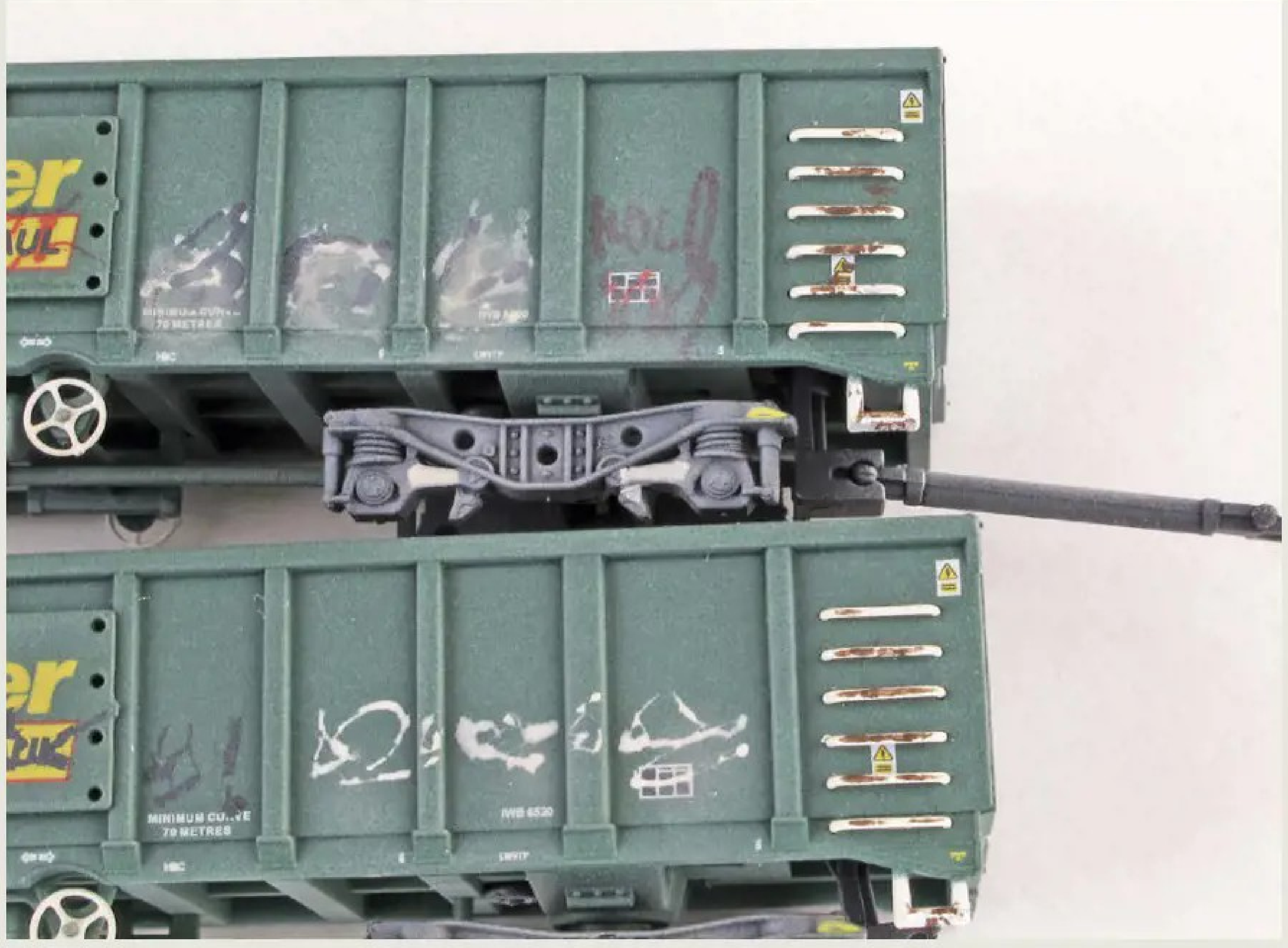
3 Add matt enamel varnish to your airbrush cup and a drop of a sand colour, ensuring that you mix it well. Spray this over the entire model to tone down the paintwork and to make it matt. Leave to dry, or a hairdryer will make it dry enough to handle with caution.

4 Add a little grey to the varnish and spray a further coat on the sides between the ribs, on the bogies, the ends and on the tops of the buffer shanks. It is better to add several weak coats rather than add too strong a colour.

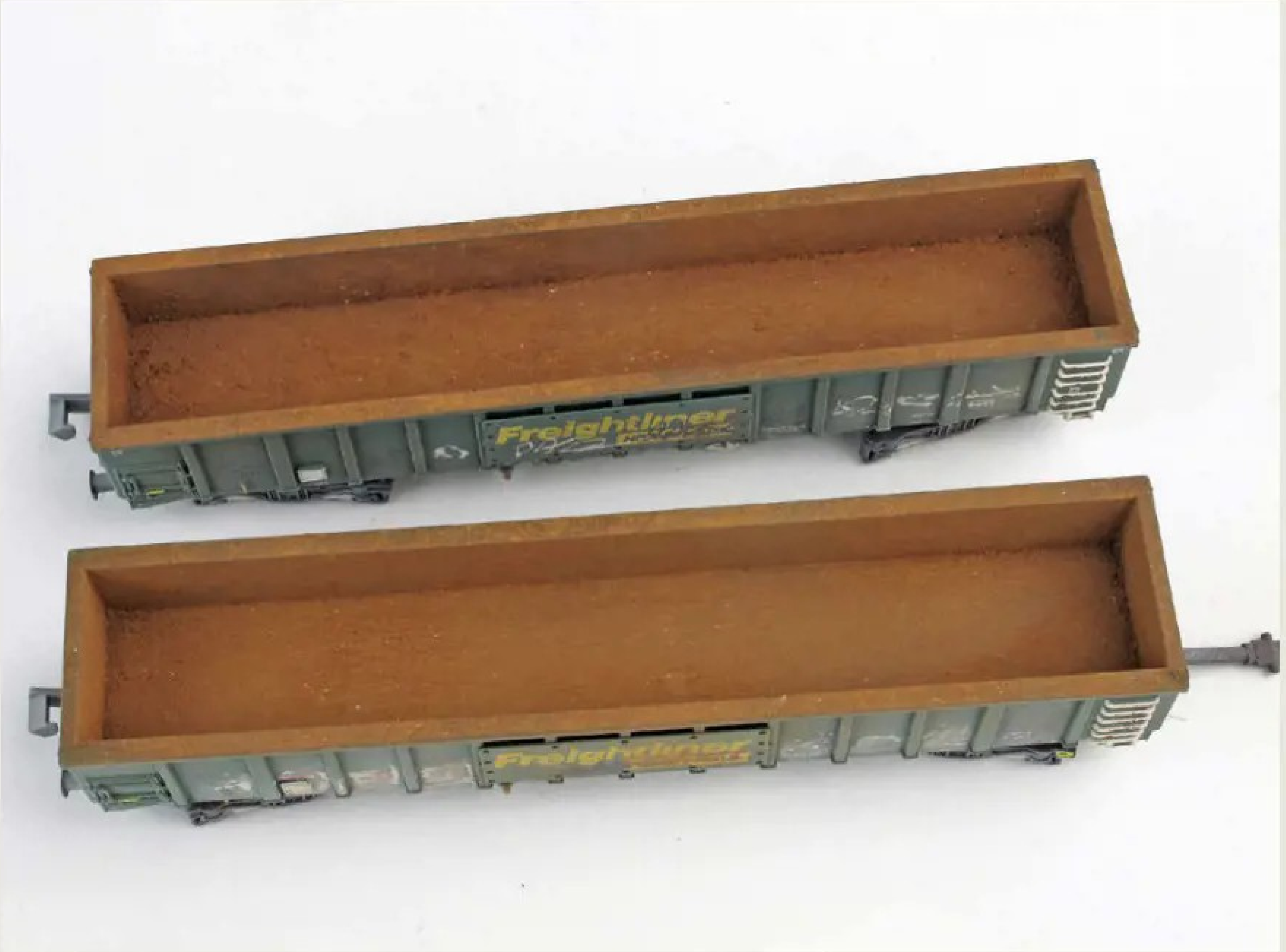


5 Mask the wheel treads with tape and spray dark grey on the wheels. A 3D-printed holder designed in Tinkercad and printed using PETG filament is a useful tool. Add rust coloured acrylic to the raised rim of the wheel using a brush.

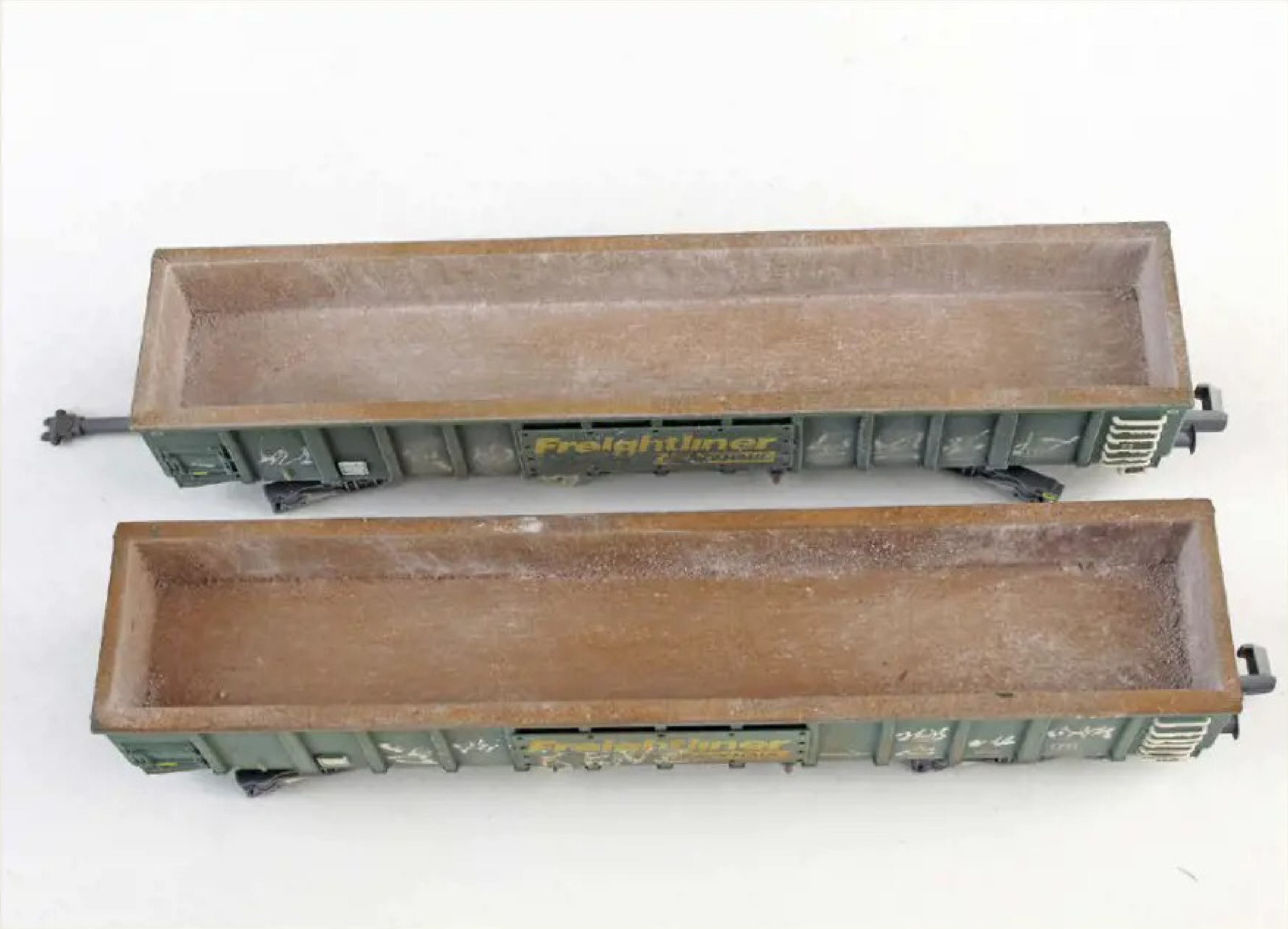
6 Using the same dark grey mix, paint the buffer faces using a small paintbrush. Now add more black to the mix and add a splodge of darker grey to the centre of each buffer face using a small paintbrush.



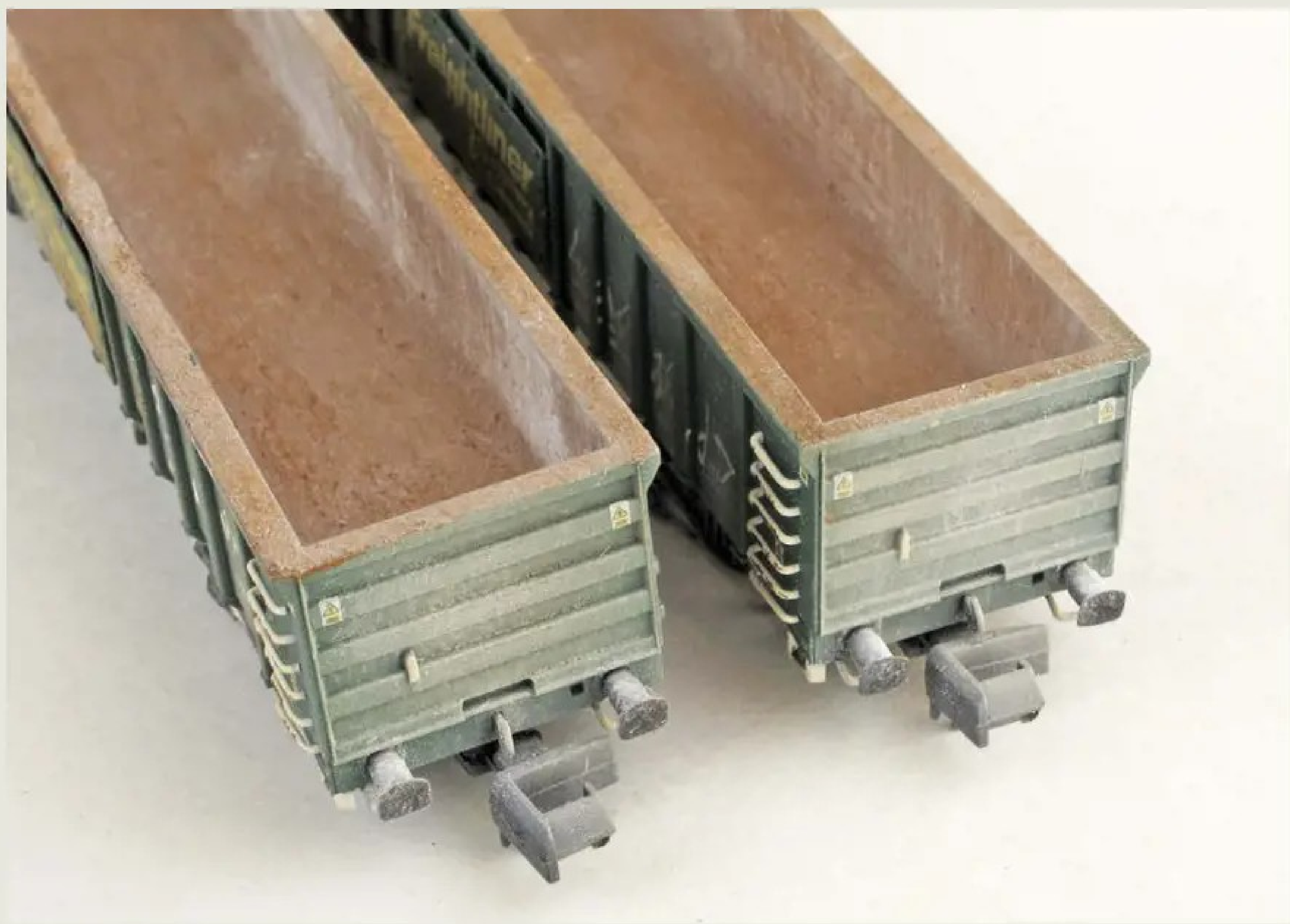
7 Add rust-coloured acrylic paint to the large array of footsteps on the wagon sides. Apply using a small paintbrush and use the dry-brush technique to avoid overdoing the effect. Treat a few of the steps, not all of them.



8 Inside, apply rust-coloured paint and then, while still wet, dust with rust-coloured weathering powder using a large soft brush. It is better to spray the paint to get a smoother, more even finish. When the paint has dried, brush off loose material.

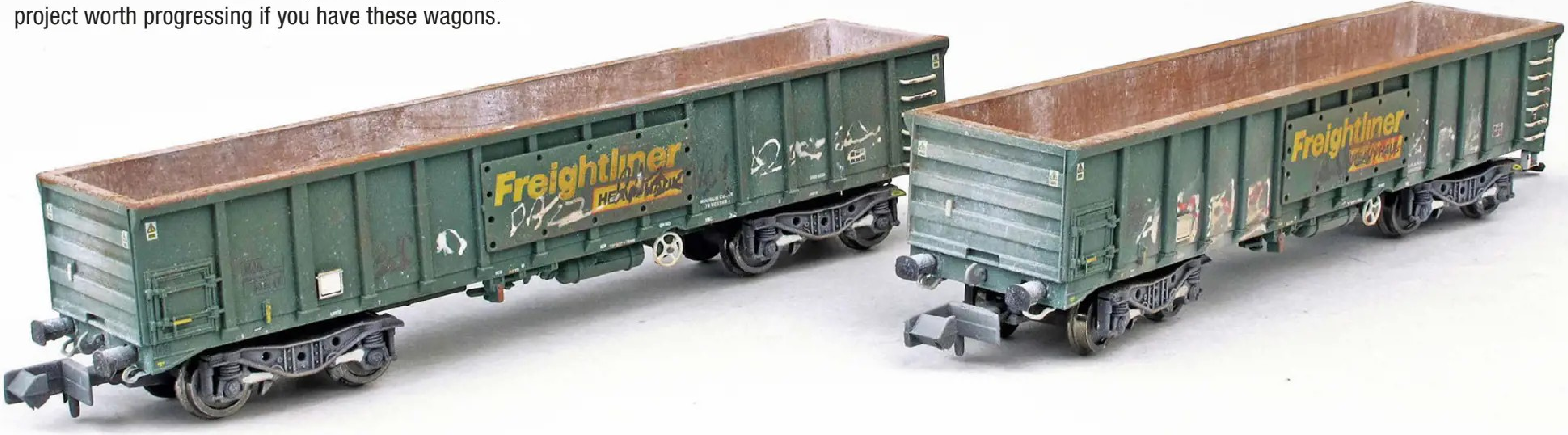


9 Use a large soft brush to apply white weathering powder inside the wagon. Use a hog's hair brush to make vertical streaks on the wagon sides to simulate the action of aggregate being loaded and unloaded. Dust loose material off.



10 We are nearly there, now for the final touches. Add white weathering powder on the wagon ends and the top of the buffer shanks. Replace the wheels and couple the wagons together using the bar.

These wagons are quite easy to weather, even in N gauge, and a rake could be processed quite quickly. They do look much better for some attention, and so it is definitely a project worth progressing if you have these wagons.

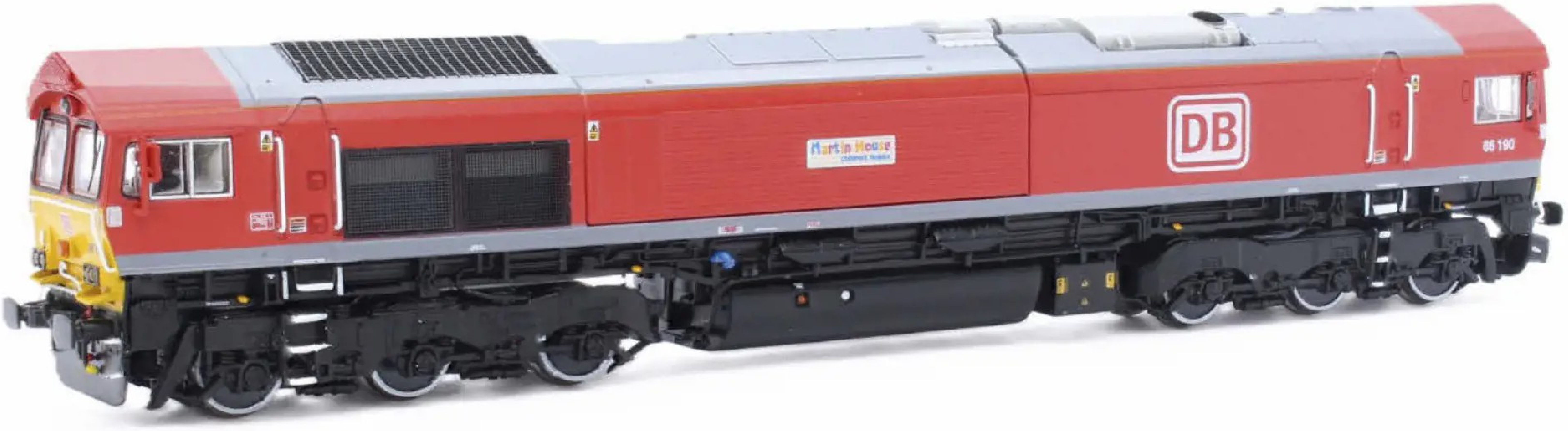


Revolution trains

N gauge - 1:148 scale

Big red bulled-up!

Exclusive Limited Edition

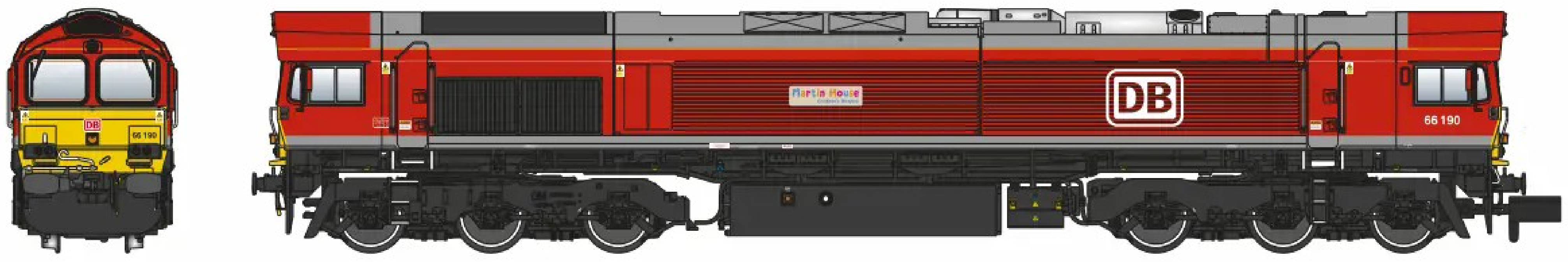


66190 'Martin House Children's Hospice'

'Bulled up' in support of the charity

- This model is a strictly limited edition and is offered in unique 'bulled up' condition with soft gloss finish, white rimmed wheels and shiny untarnished silencer.
- A portion of sales will be donated to Martin House Children's Hospice.
- Revolution has previously raised money for this great cause in 2023, with donations from sales of our IIA-D Drax biomass hoppers with Rails of Sheffield.
- Revolution's highly praised new Class 66 in N offers unparalleled levels of detail and functionality, with loco-specific lighting, couplers, and factory-fitted driver mirrors. Photo-etched nameplates are included with every model as appropriate.

Mark Gibbens (Drax) and Rosie Mellor-Silvester (Martin House) with Revolution's Mike and Ben.



Martin House
Children's Hospice

DC SILENT **£164.95** DCC SOUND **£259.95**

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Harvest Time

Chris Mead

AS THE year draws to a close, straw and hay bales are beginning to appear in fields, and fortunately, a number of manufacturers supply them in model form. One such is Gaugemaster, who produces a pack of round bales – a type that seems to be the norm across the country nowadays.

While square bales date back to the 1800s, round ones only made their first appearance in Britain during the mid-1970s. This post-dates the end of steam by a decade, so they are more appropriate to modern era layouts.

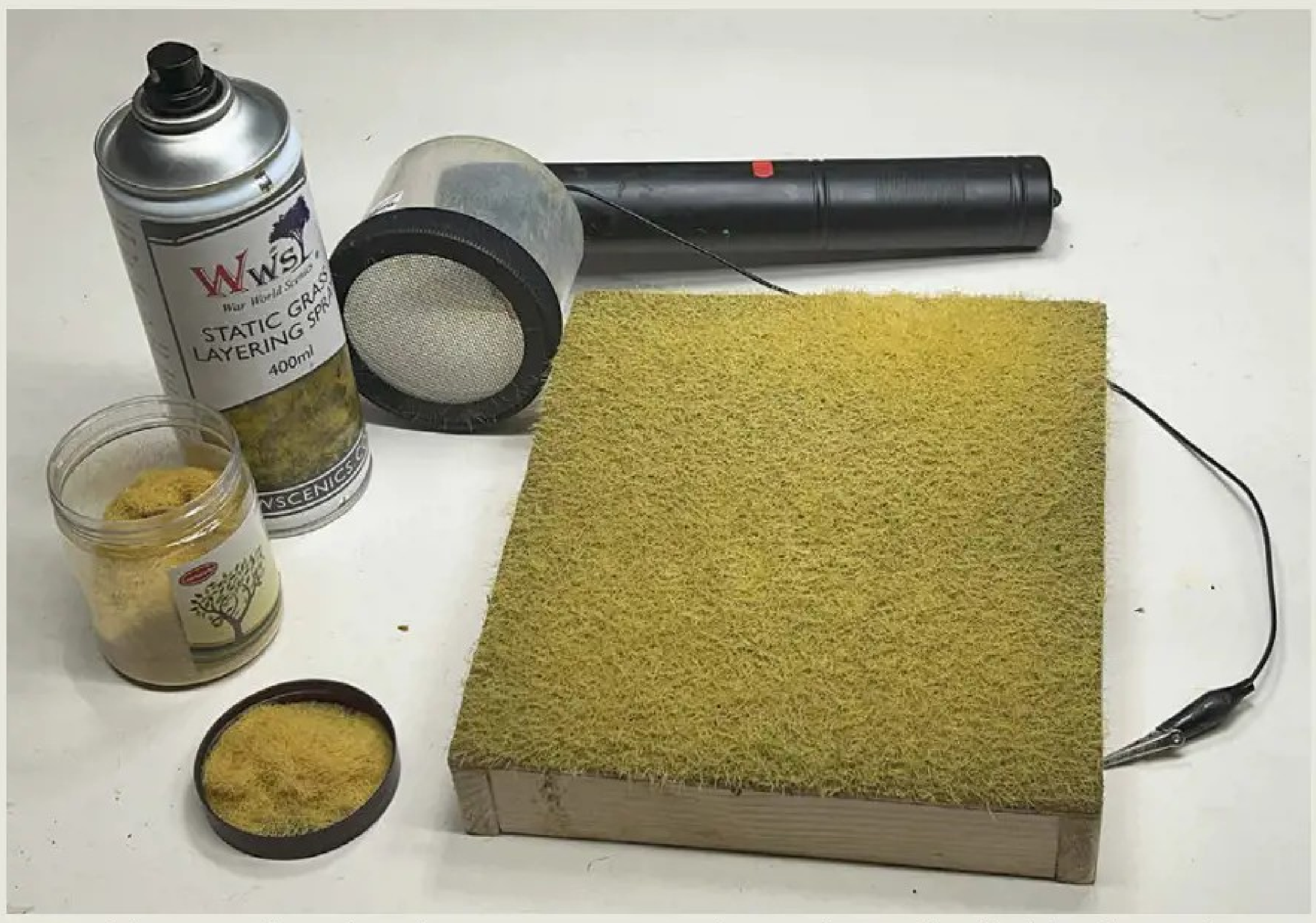
WHAT YOU NEED

Gaugemaster
Straw Bales

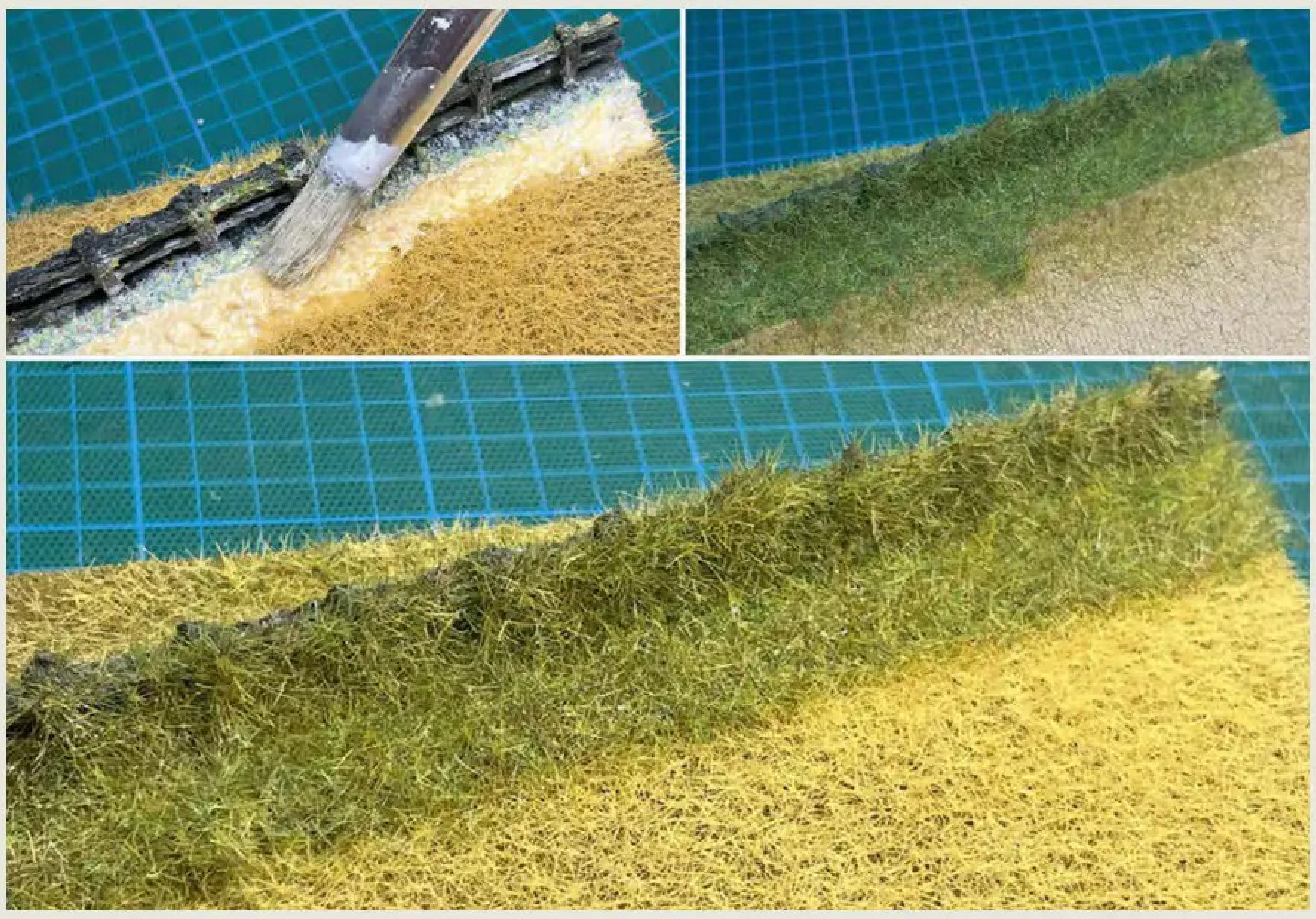
Javis
Fencing

Kibri
Tractor & baler kit (no. 12233)

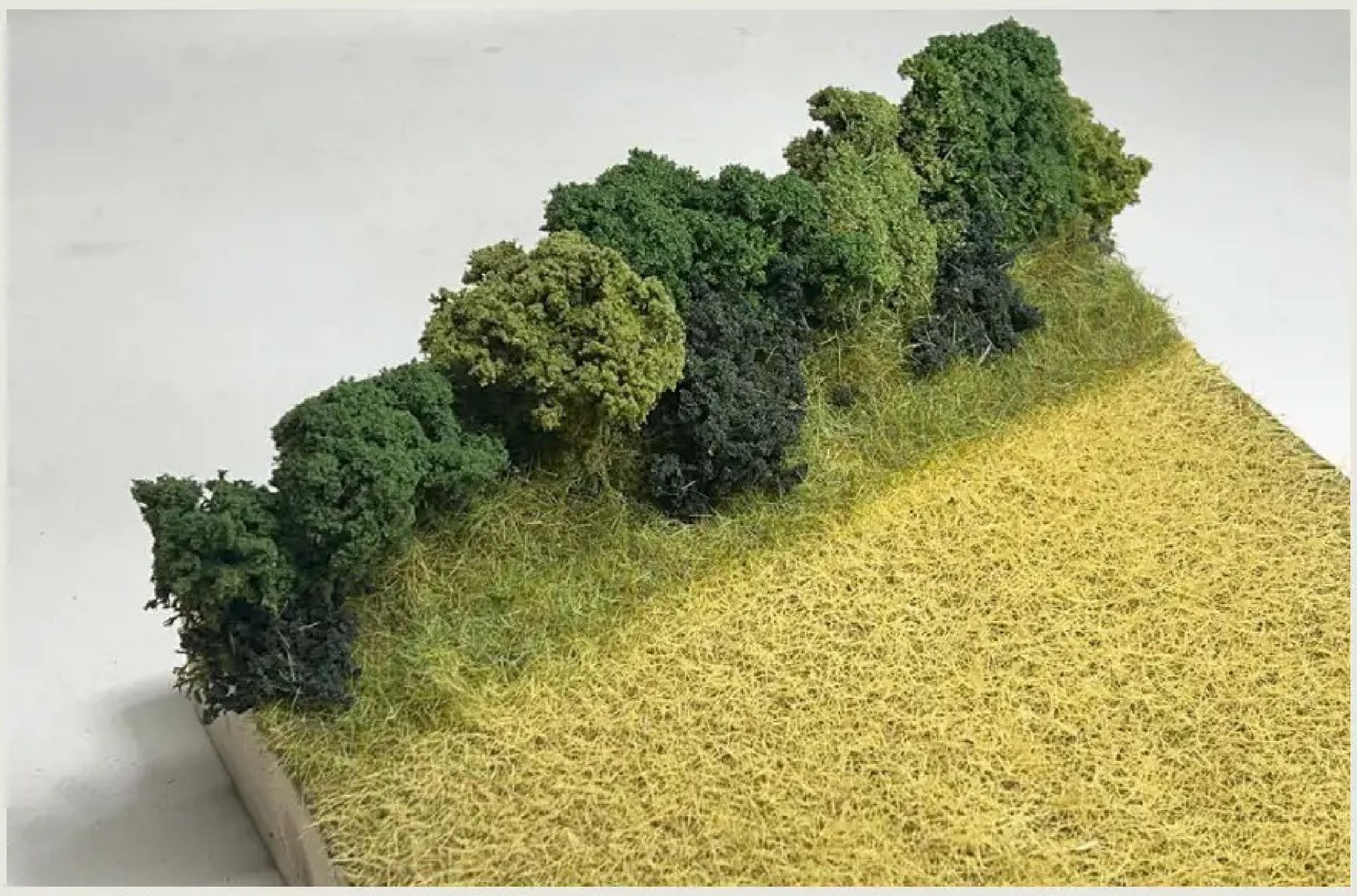
Other
Modelling knife & hacksaw, static grass applicator, assorted files, brushes & acrylic paints, static grass; straw and assorted grass mixes, lichen and weathering powders. Adhesives: Superglue, Contact, 50/50 water/wood glue mix, spray adhesive



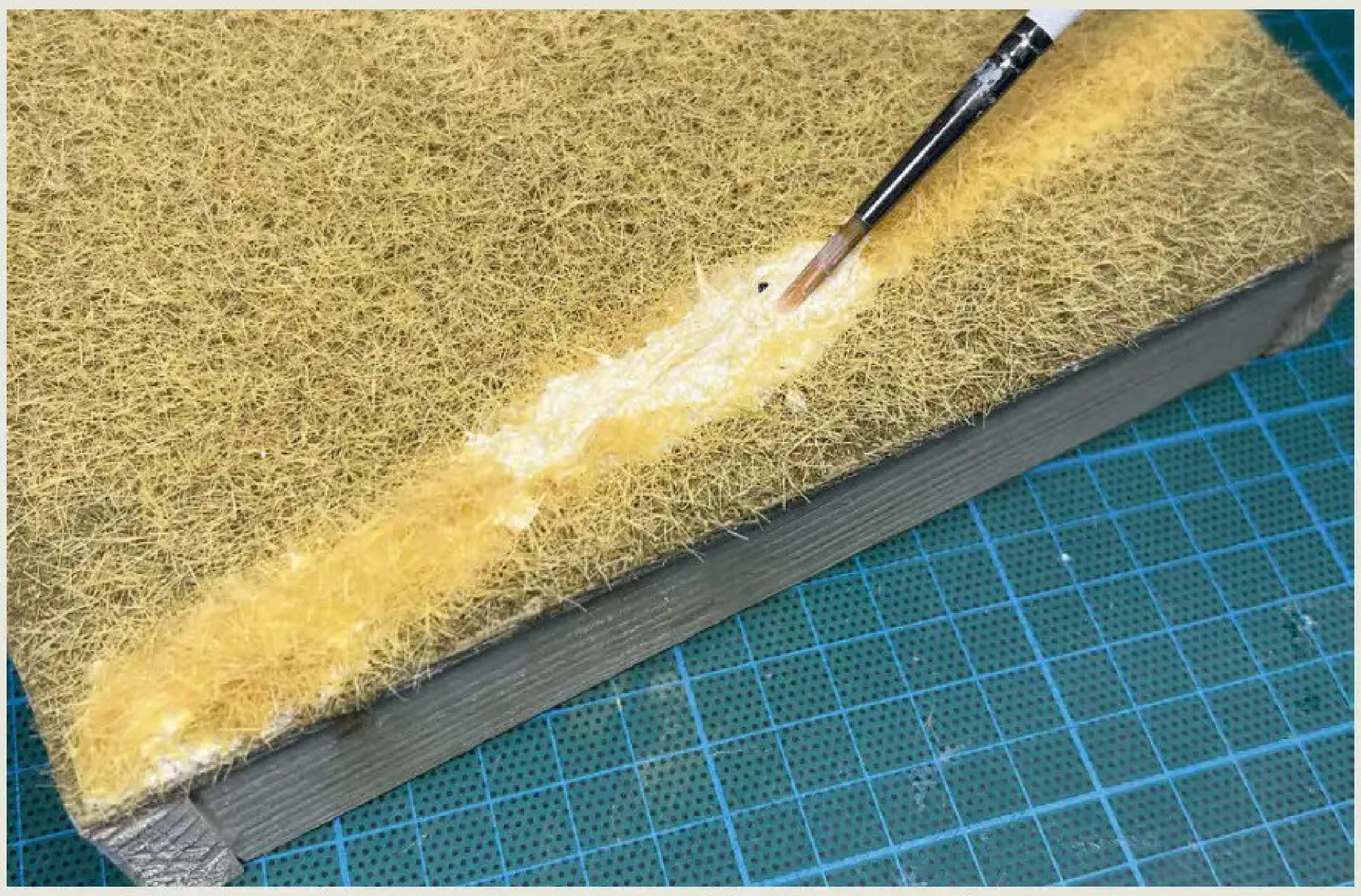
1 The setting for the scene was the edge of a field of newly cut hay. The base was painted light brown and covered with Woodland Scenics blended turf mix using watered-down PVA glue. Once dry, 6mm straw-coloured static grass was applied using spray adhesive. I tried to keep this light so the underlying bare earth would show through.



2 Onto this were glued a couple of pieces of Javis Rough Country fencing. This, and a 10mm wide strip, was liberally dosed with watered-down PVA and a mixture of green static grass for the overgrown uncut border. The grass was generously sprinkled over the area by hand, using a piece of card to prevent overspill and give definition to the field's edge.



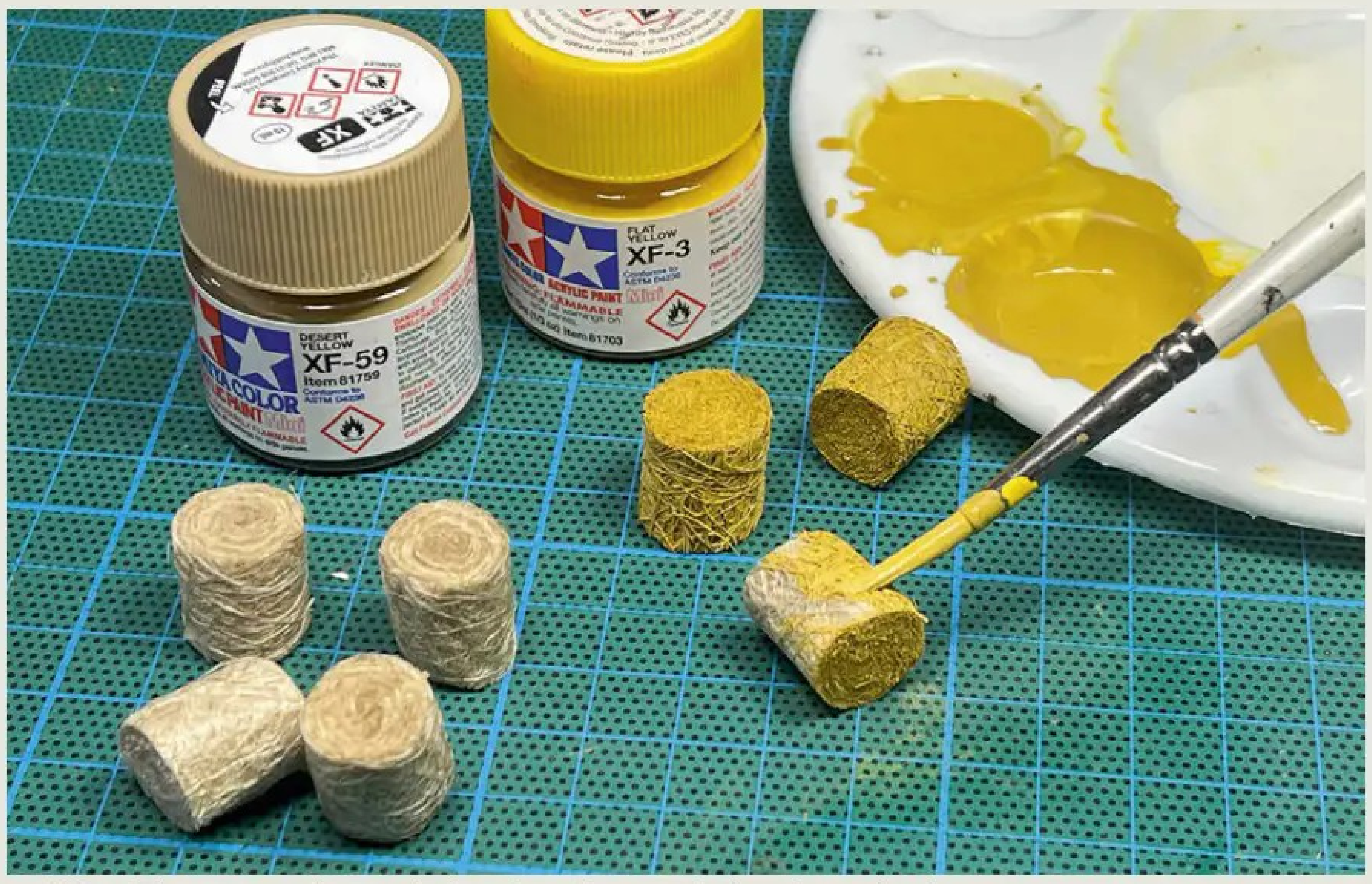
3 The boundary field bushes were made with clumps of green lichen, given a heavy coating of green flock powder. Several layers were built up using spray adhesive to give a dense look. Different colours were used to give variety and glued to the rear of the fencing.



4 The hay ridges were created by hand sprinkling layers of straw grass over a line of watery PVA glue. This process was repeated a couple of times until I was happy it was high enough. One full and one part line were created running parallel to the fence.

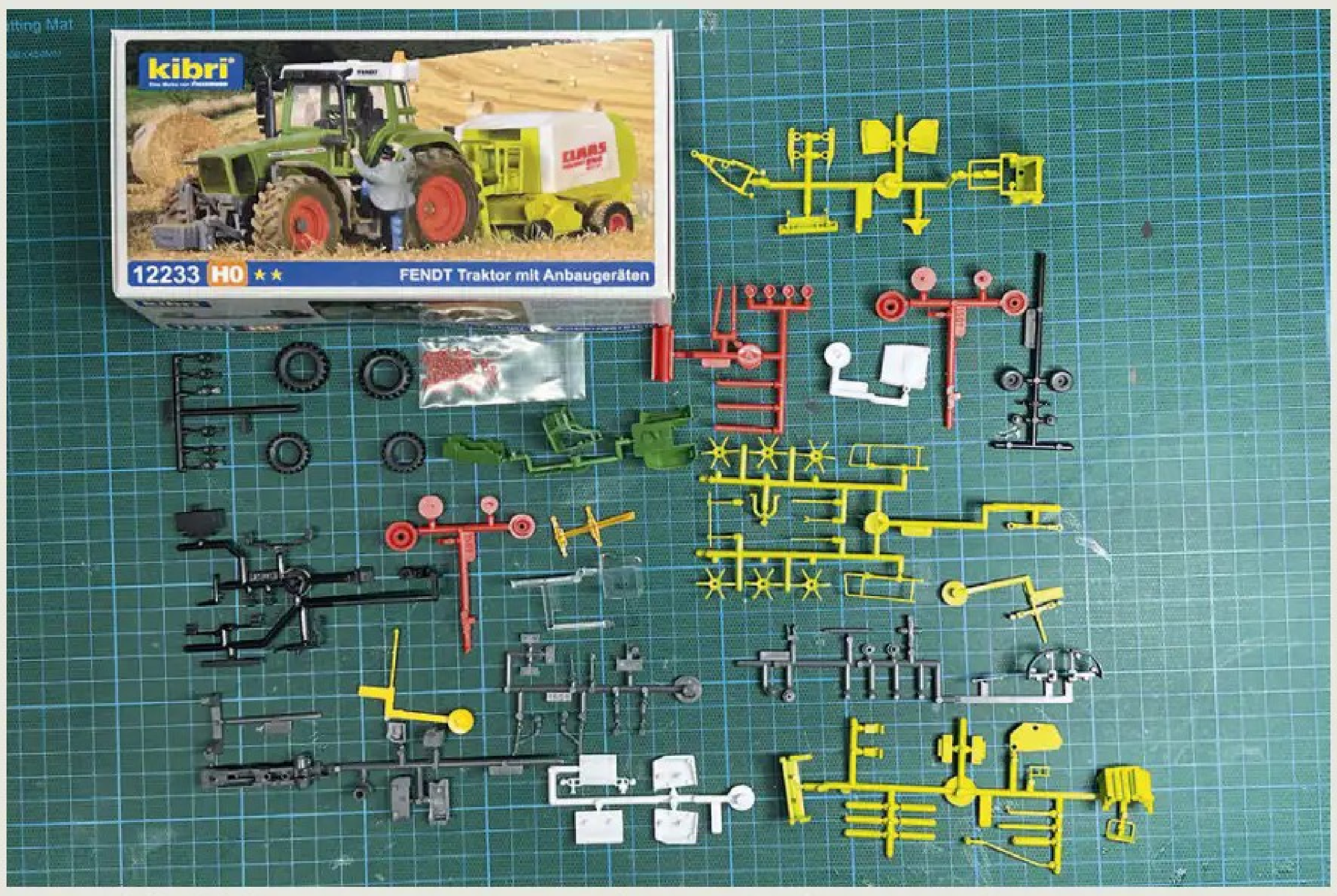
Hay Bales
Instantly add detail to your field scenes
Use straight out of the packet
Realistic, natural looking texture
OO Scale

5 You get 18 pieces of tightly rolled fibres in the pack from Gaugemaster, which gives them a nice texture. They look quite effective as they are and could be used straight out of the pack.

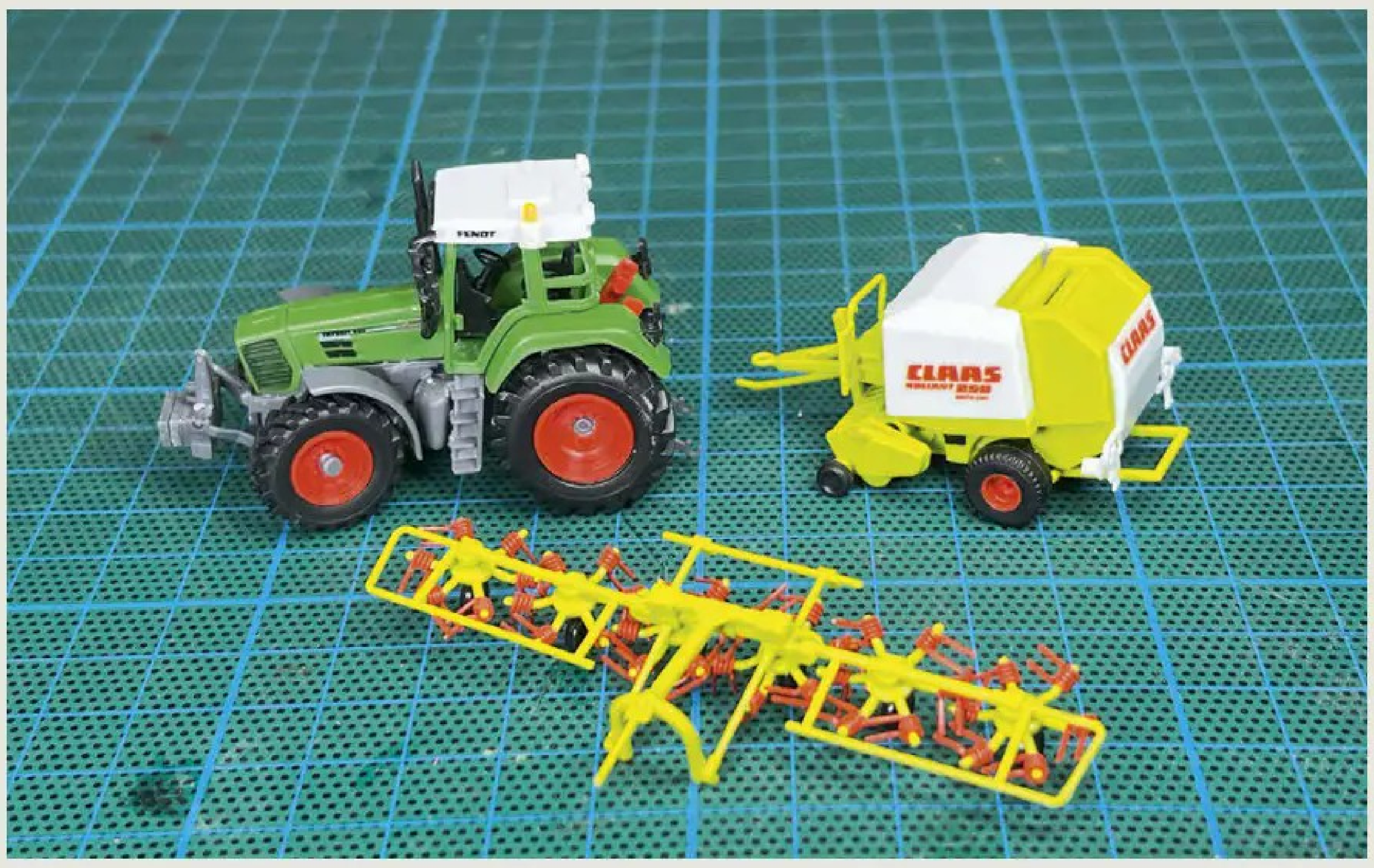


6 For me, the original colour of the hay bales was not close enough to the static grass, so I experimented with combinations of different yellow acrylics for a better match. Once happy, they were given a wash with the thinned-down mixture.

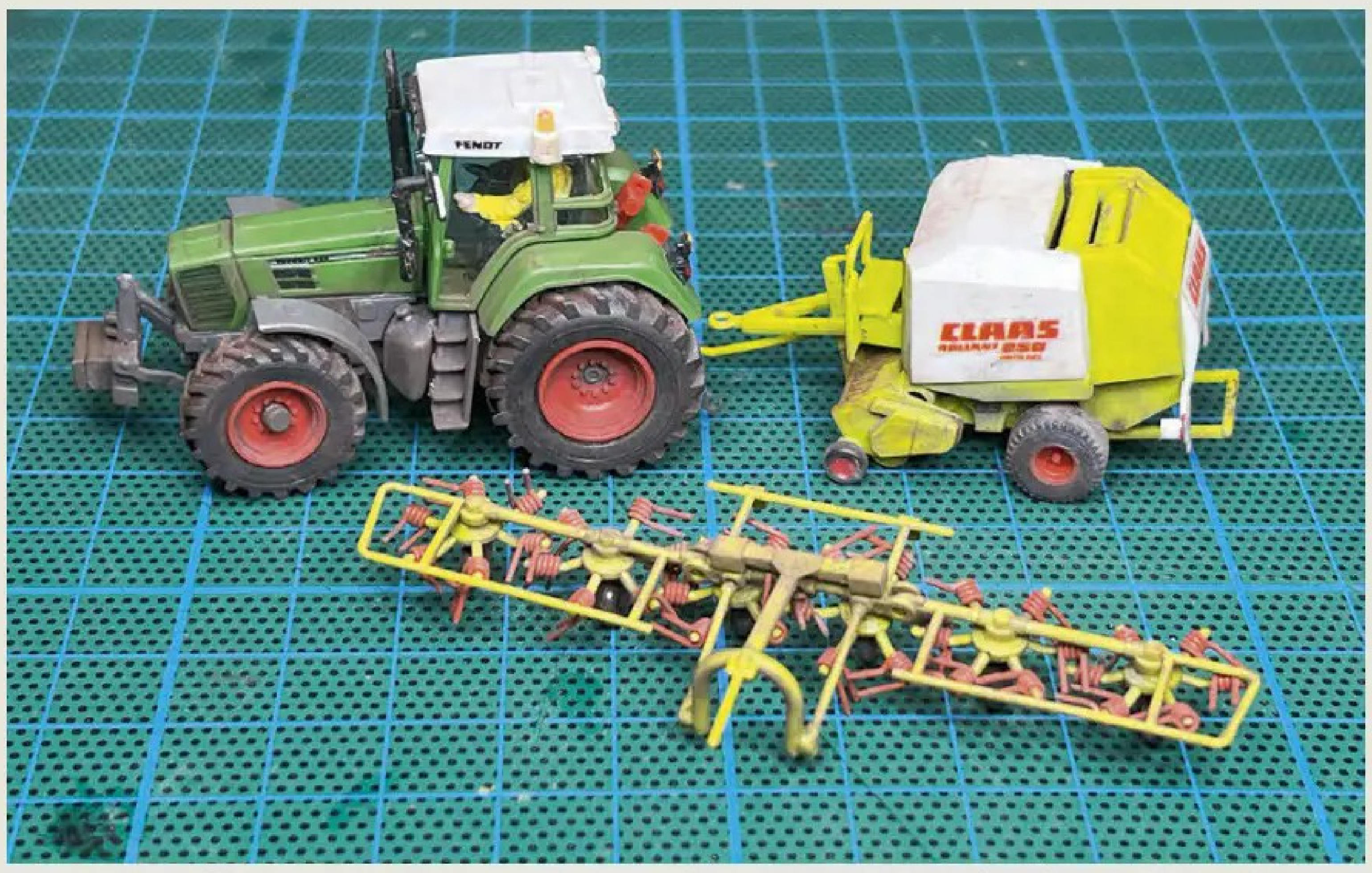
7 The fibres readily took up the paint and expanded and softened slightly, improving the effect still further. This also helped when placing them in the field, as they could be squashed down into the ground for a more realistic effect.



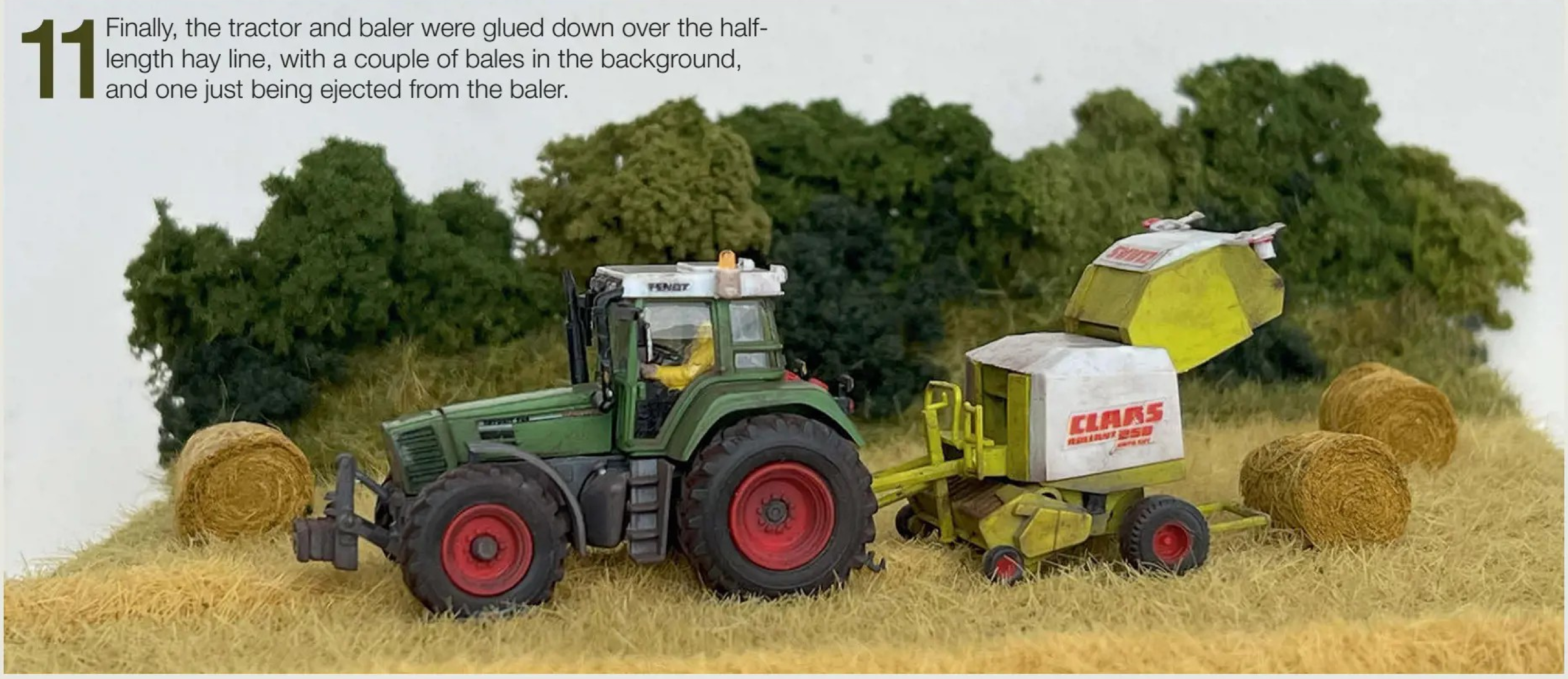
8 Kibri kit no. 12233 contains parts for a modern tractor, round baler, and a 'tedder', which is used to stir up cut hay and quicken drying. Although HO scale, modern farm machinery is BIG these days, so the size difference was not that noticeable. Plus, the Gaugemaster bales were a perfect fit for the baler.



9 The kit worked well, parts were crisply moulded, needed little cleaning, and went together easily. Studying photographs of the real things, the plastic colours were a good match to the original equipment, so did not need painting. The cab was only clipped in place without glazing before weathering the models.

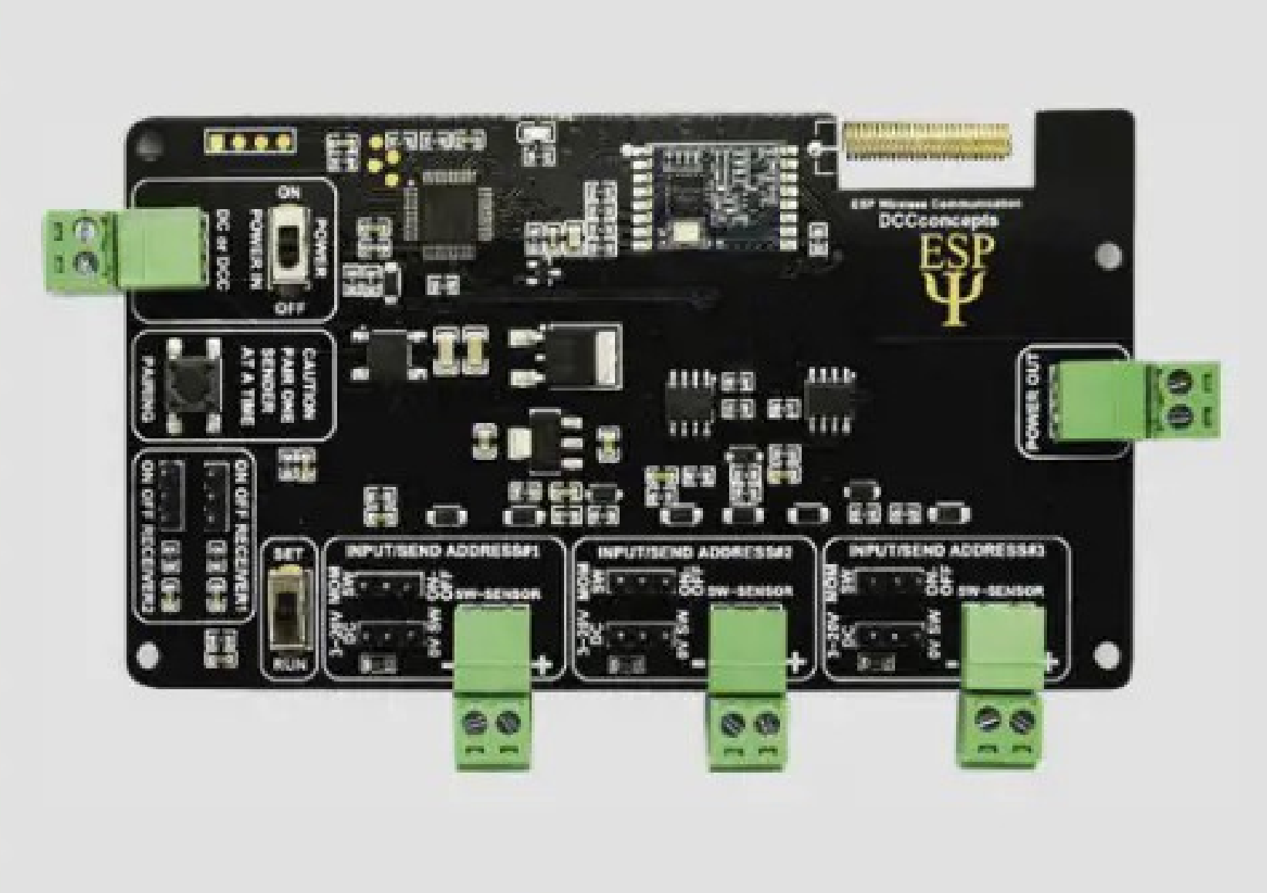


10 Farm equipment nowadays seems to be kept in quite good condition, so only minimal weathering was needed. Light grey and brown weathering powders were used to give the machinery a light, dry, dusty appearance. Once complete, a driver was added, the mirrors, headlights and indicators were painted and the cab and glazing was glued in place.



11 Finally, the tractor and baler were glued down over the half-length hay line, with a couple of bales in the background, and one just being ejected from the baler.

ESP Control Panel Kit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DCC Transmitter

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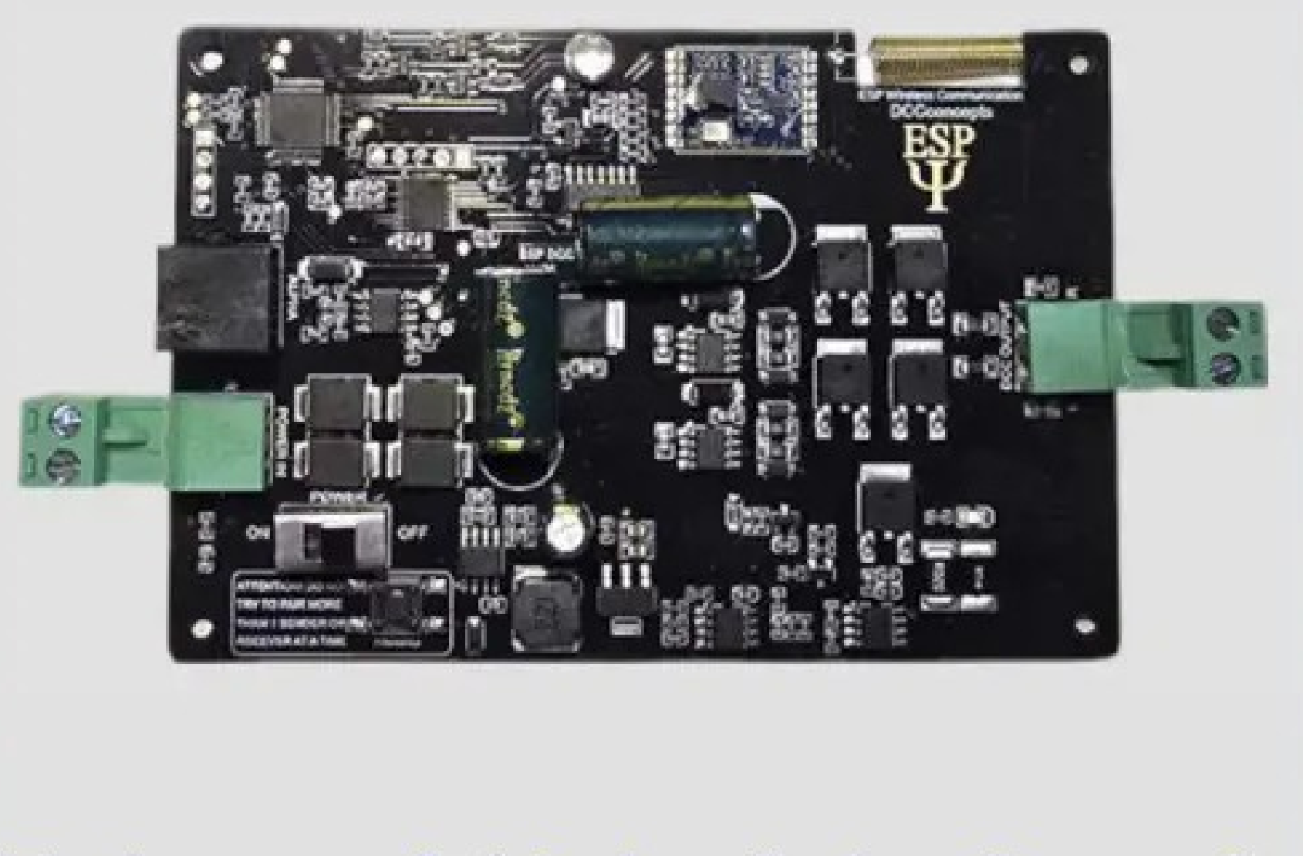
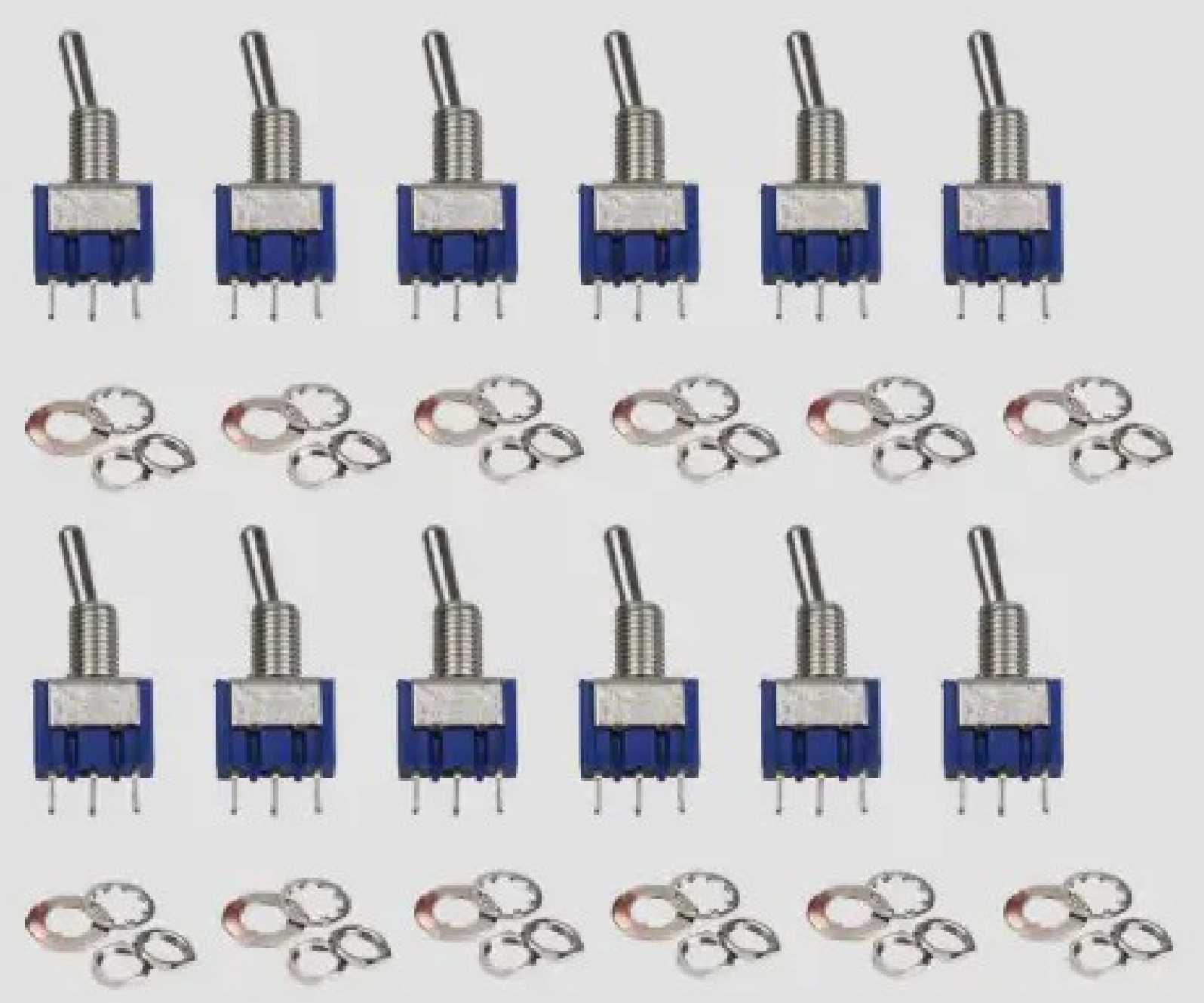
- **4x ESP DCC Transmitters**
- **12x ESP Toggle Switches**
- **1x 12V 1.5A Power Supply**
- **10m Red/Black Mimic Wire**


Universal Alpha Interface &
High Power ESP Receiver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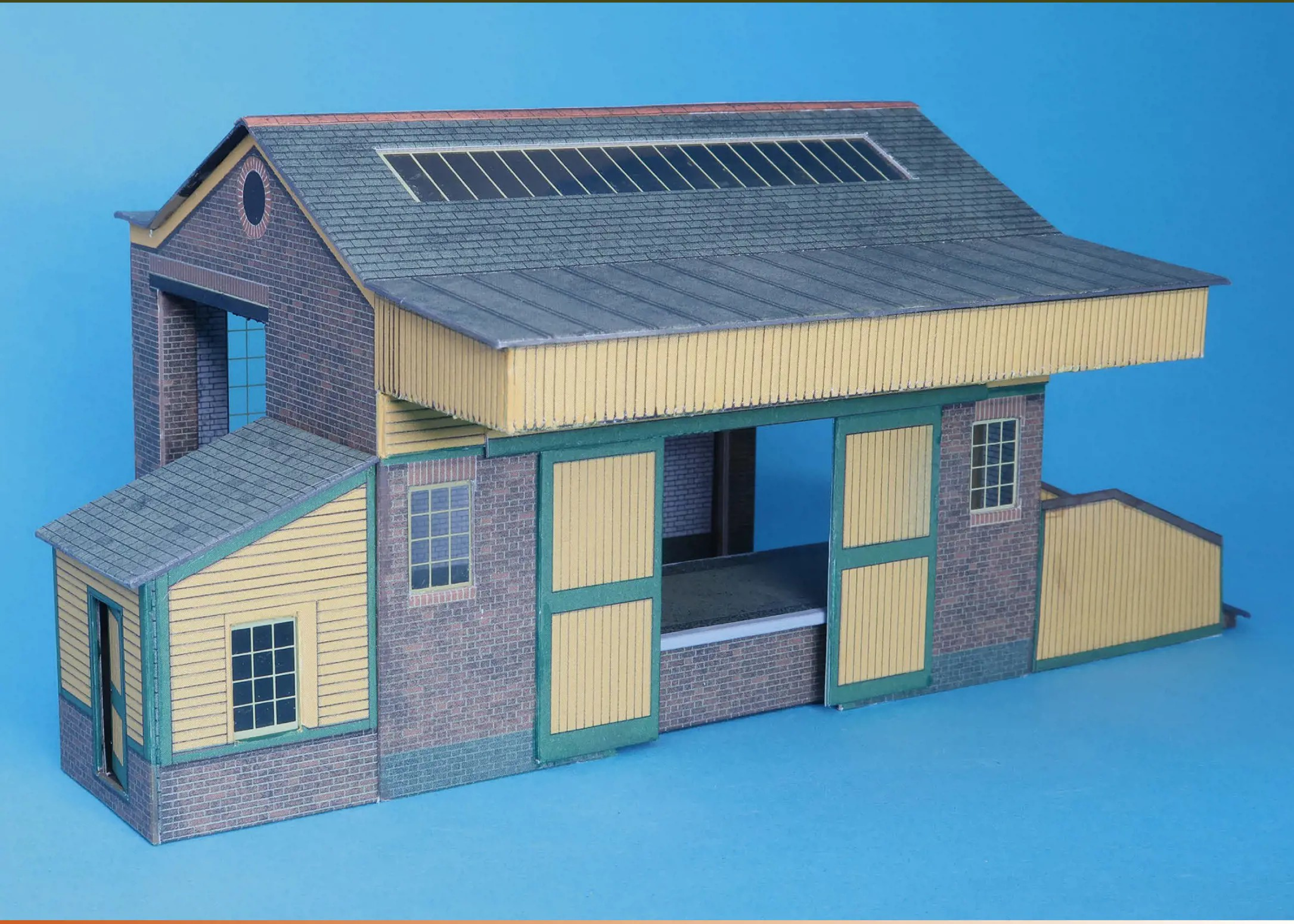


Building an 'old Skool' Goods Depot

Chris Ford

I'VE BUILT this kit before; not recently; I was probably around 10. That sentence is possibly enough to tell you the sort of time that these kits have been in production. Though that isn't quite the whole story, and this isn't quite the same kit, as I noticed that it had been subtly changed. I seem to remember that the woodwork sections were coloured brown, whereas they are now green and I don't think that all the external platform sections were included then.

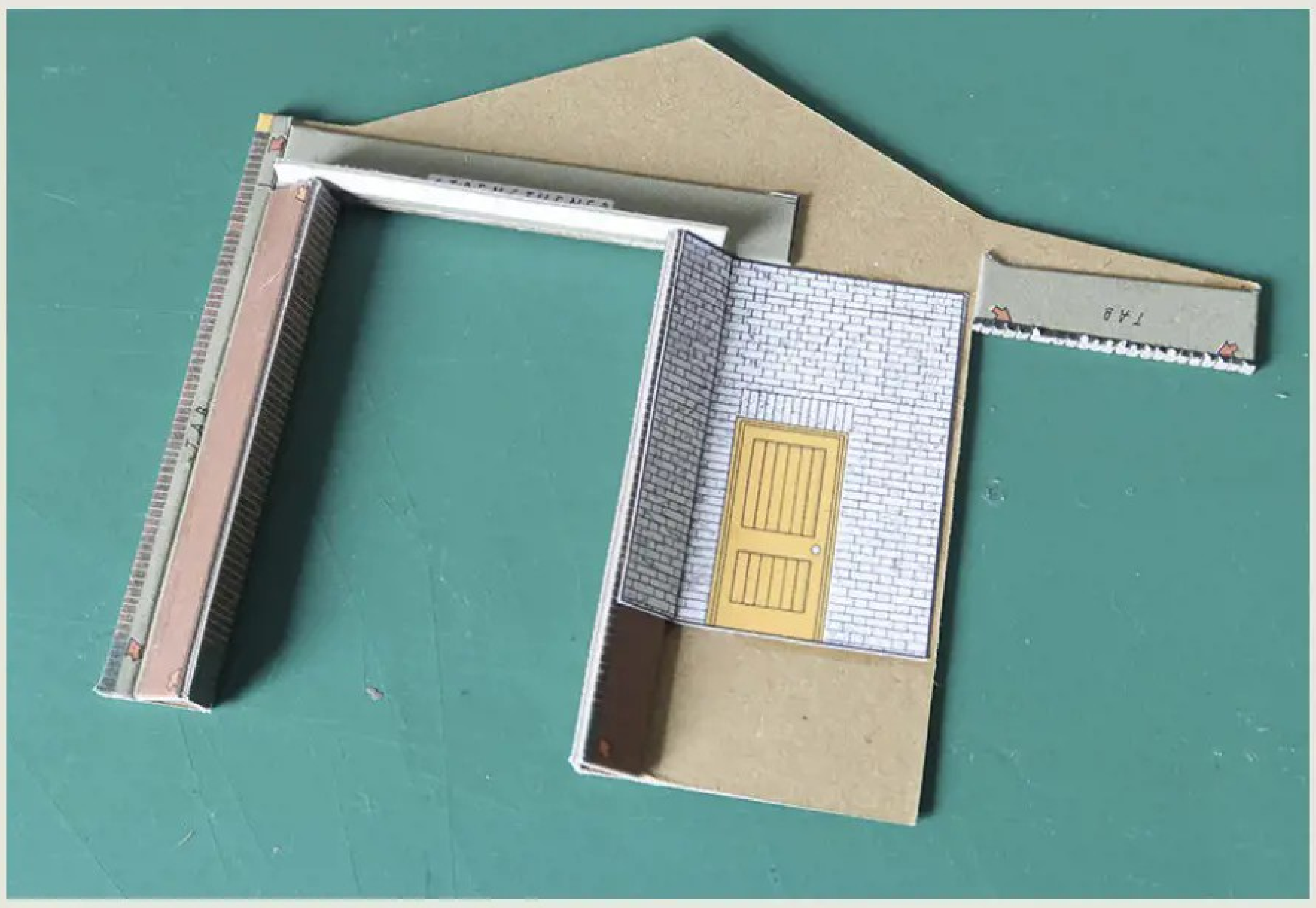
Card kits can be the poor relation and seen as a more junior/entry-level item. I would disagree on two counts: firstly, many of the pioneer modellers, and many of those who are still held in high esteem, work in card. Secondly, and to be honest, while card kits can be thrown together with very simple tools, they are hard to get right. You can't bodge and bluff the way that you can with plastic.

So, this was not only a trip down memory lane, but also a challenge to see if I could make it better with more than a few years' experience. I'll let you be the judge.

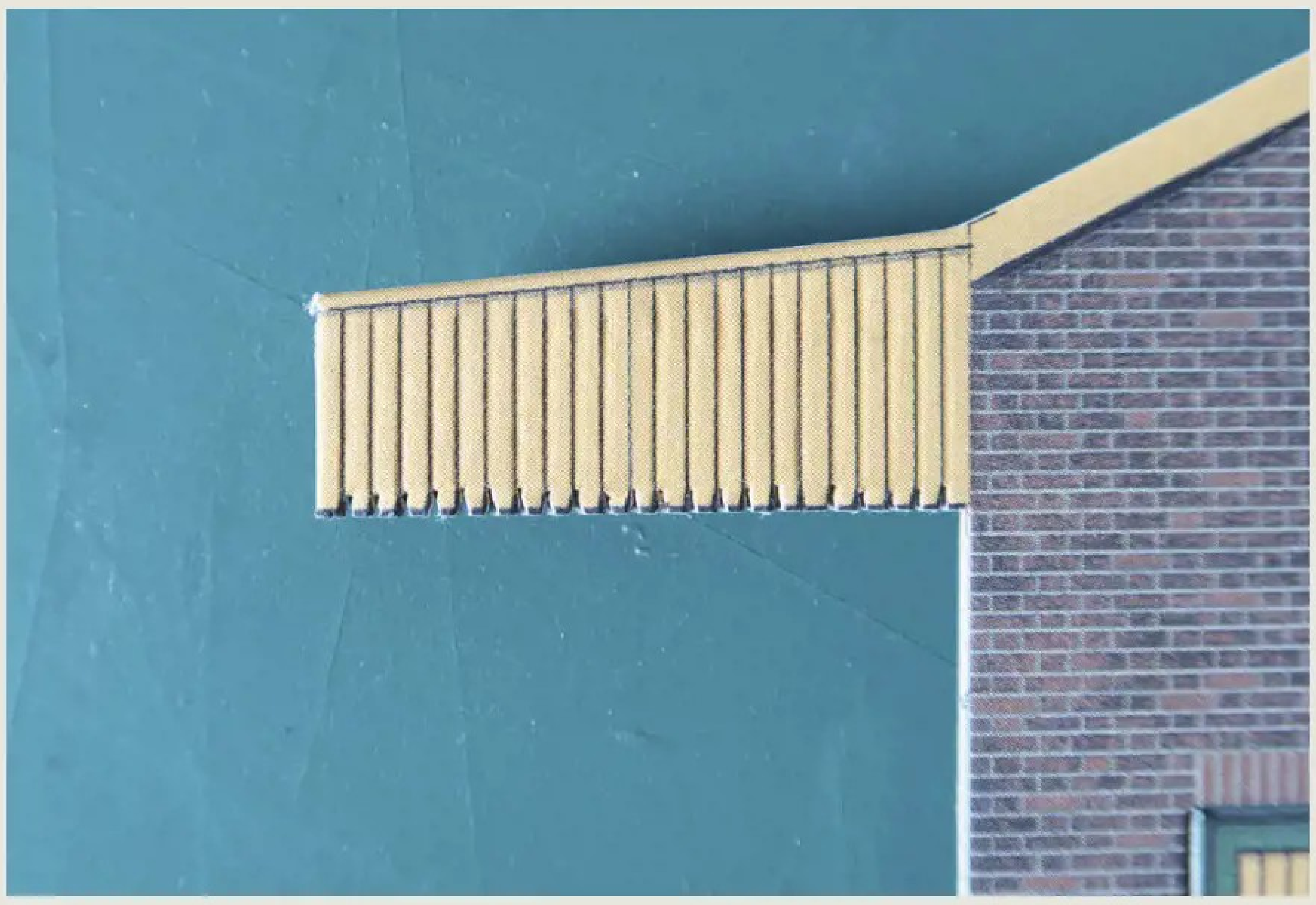
WHAT YOU NEED

Superquick
A07 Goods Depot kit

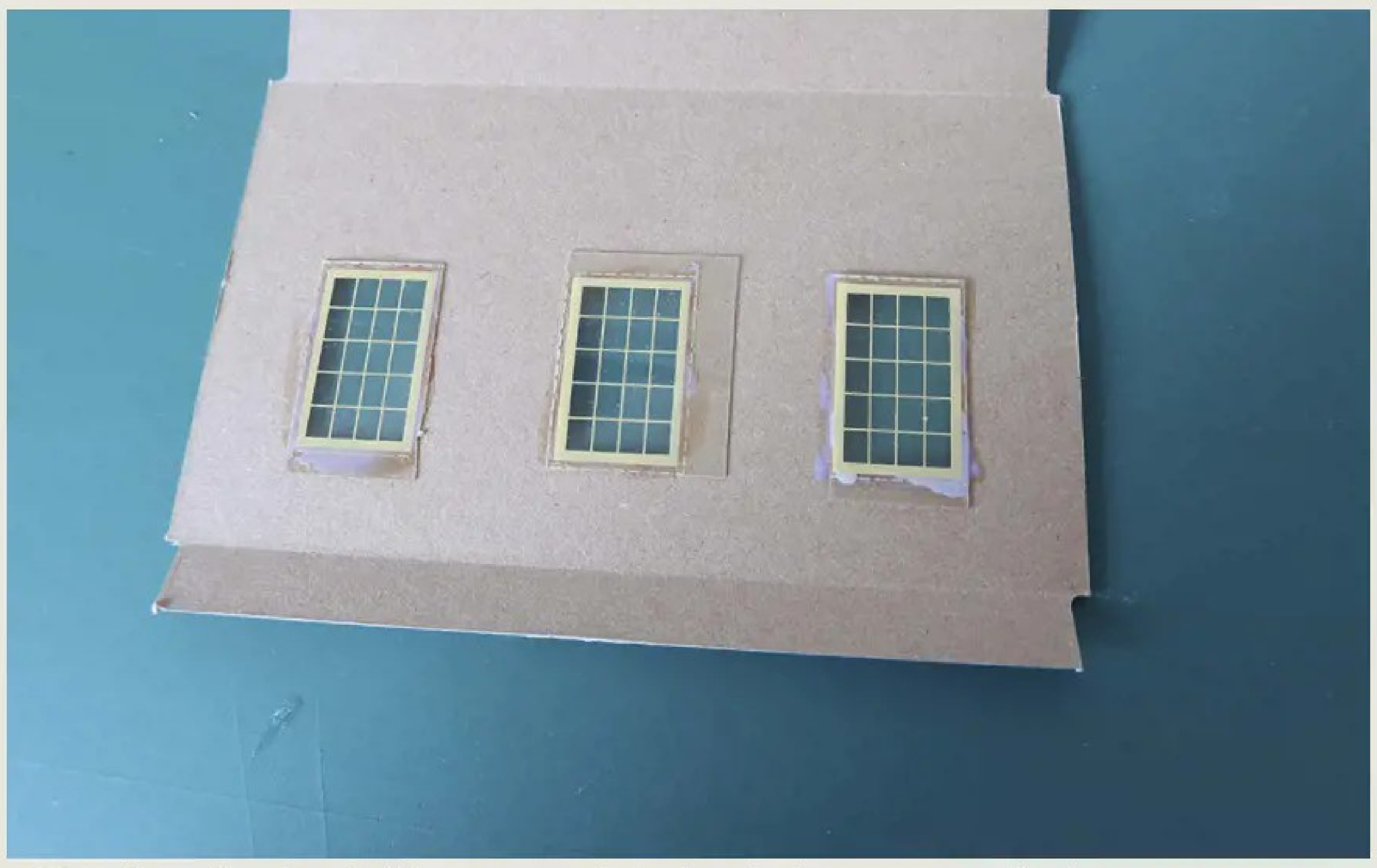
Other
Craft knife, sanding stick (the finger nail type) UHU and Roket Card Glue, rule, engineer's small square, various paints.



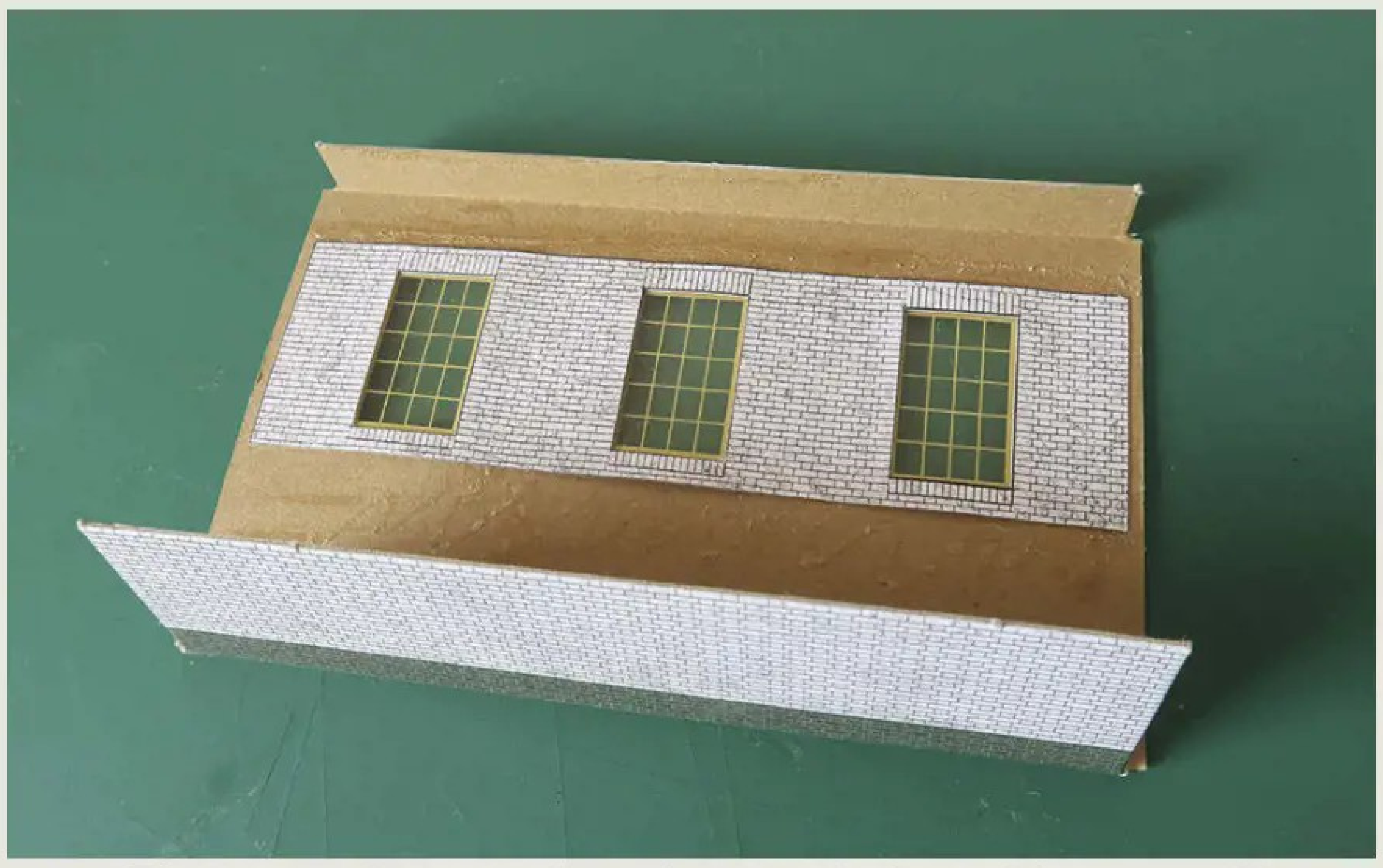
1 One thing that is important is to sand off any remains of the fret tags to ensure a clean fit. Here, the first gable end has been made up. The tabs fold up first, followed by the triangular doorway reveals. My first deviation from the instructions was a small strip of fret card over the doorway to strengthen and mimic what would be a prototype lintel/girder.



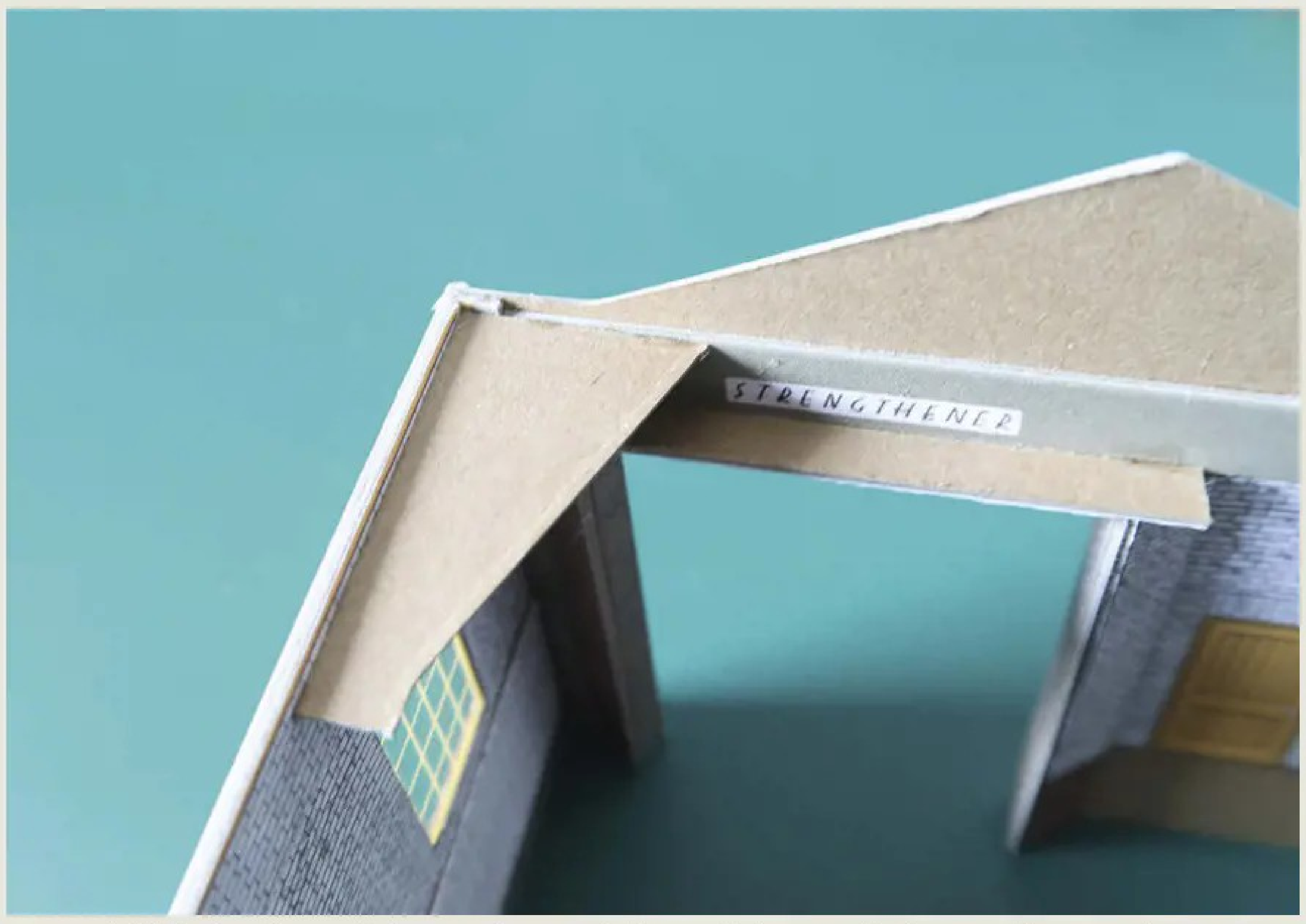
2 The second deviation was a bit of an experiment carried out on just the canopy valences. Using a rule and a life-expired ball point pen (ink-less), I scored the plank lines, then 'nibbled' away at the printed V cuts with a sharp knife to give more texture to the printed flat edge. This seemed to work well and I was pleased with the result.



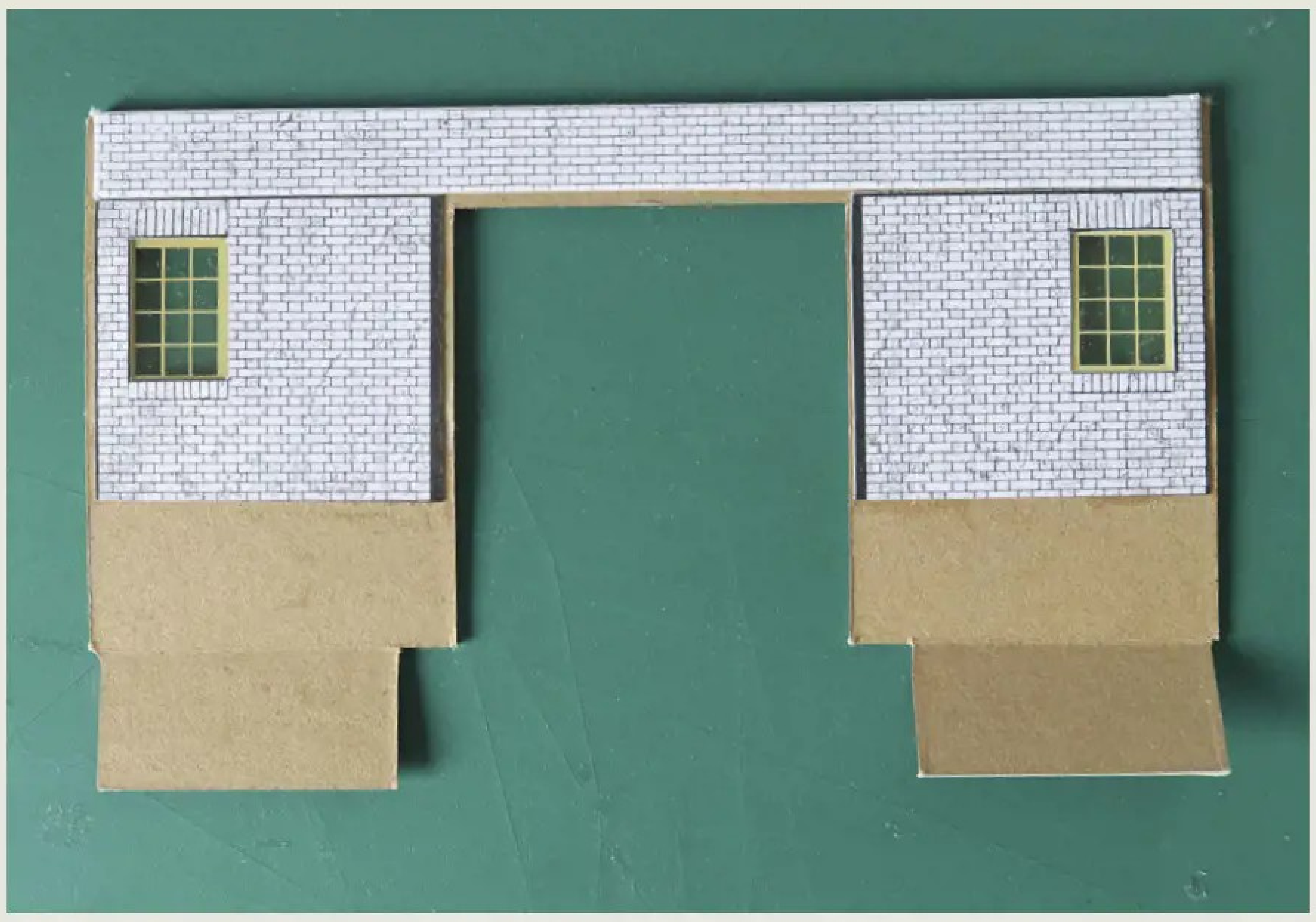
3 I really don't like pre-printed windows, mostly because you are playing Russian Roulette with the glue. Sellotape is little better as it dries up and falls off. Here I used Roket Card glue and my best efforts not to get smudgy. Top and bottom are the printed inner wall tabs awaiting sticking down.



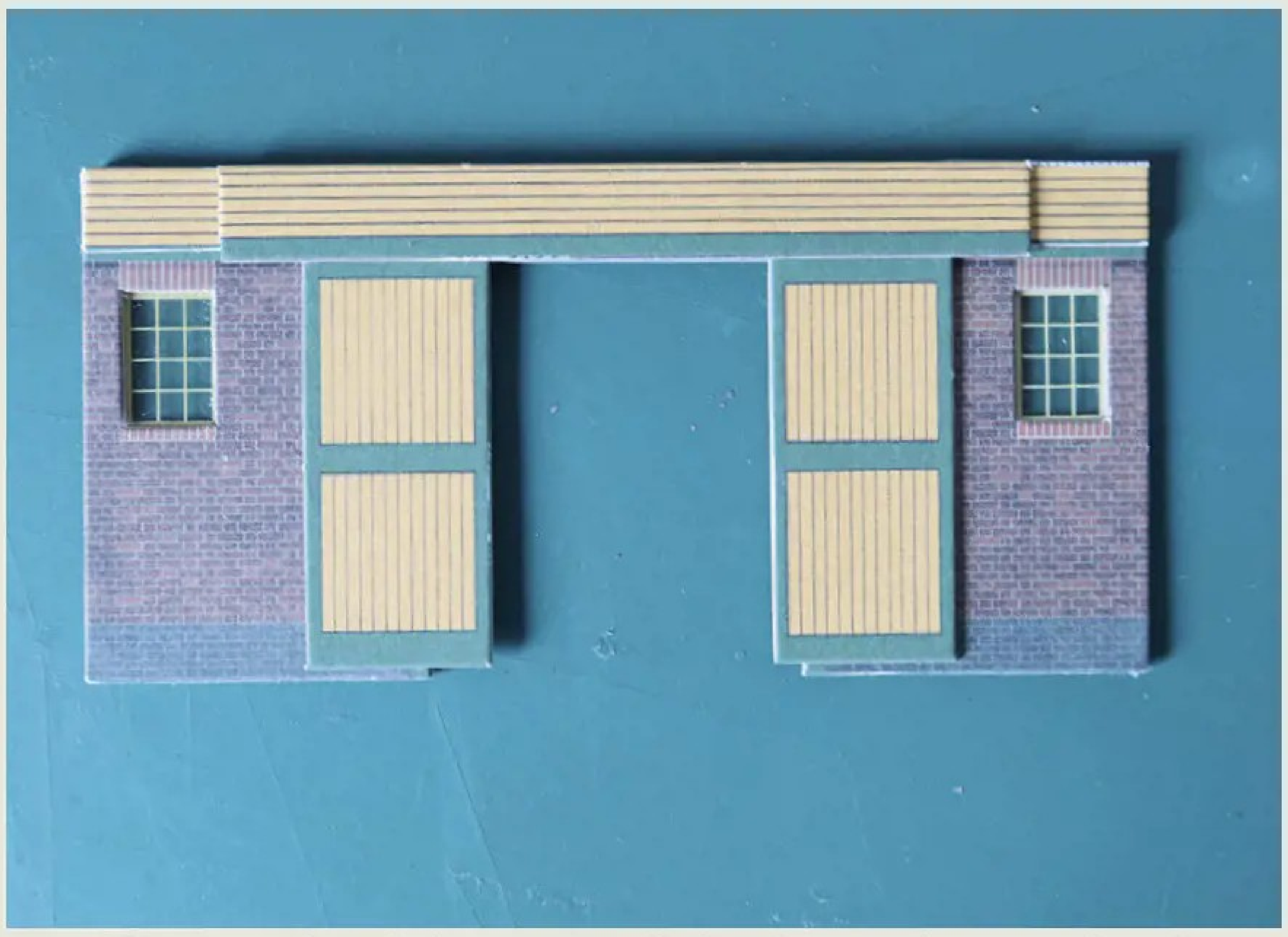
4 The paper inner wall works as a belt-and-braces with the glazing and was fitted using the tabs as a dry-run guide to position. In the end, I decided it was best to have it slightly off rather than trim it to keep the gaps at each side.



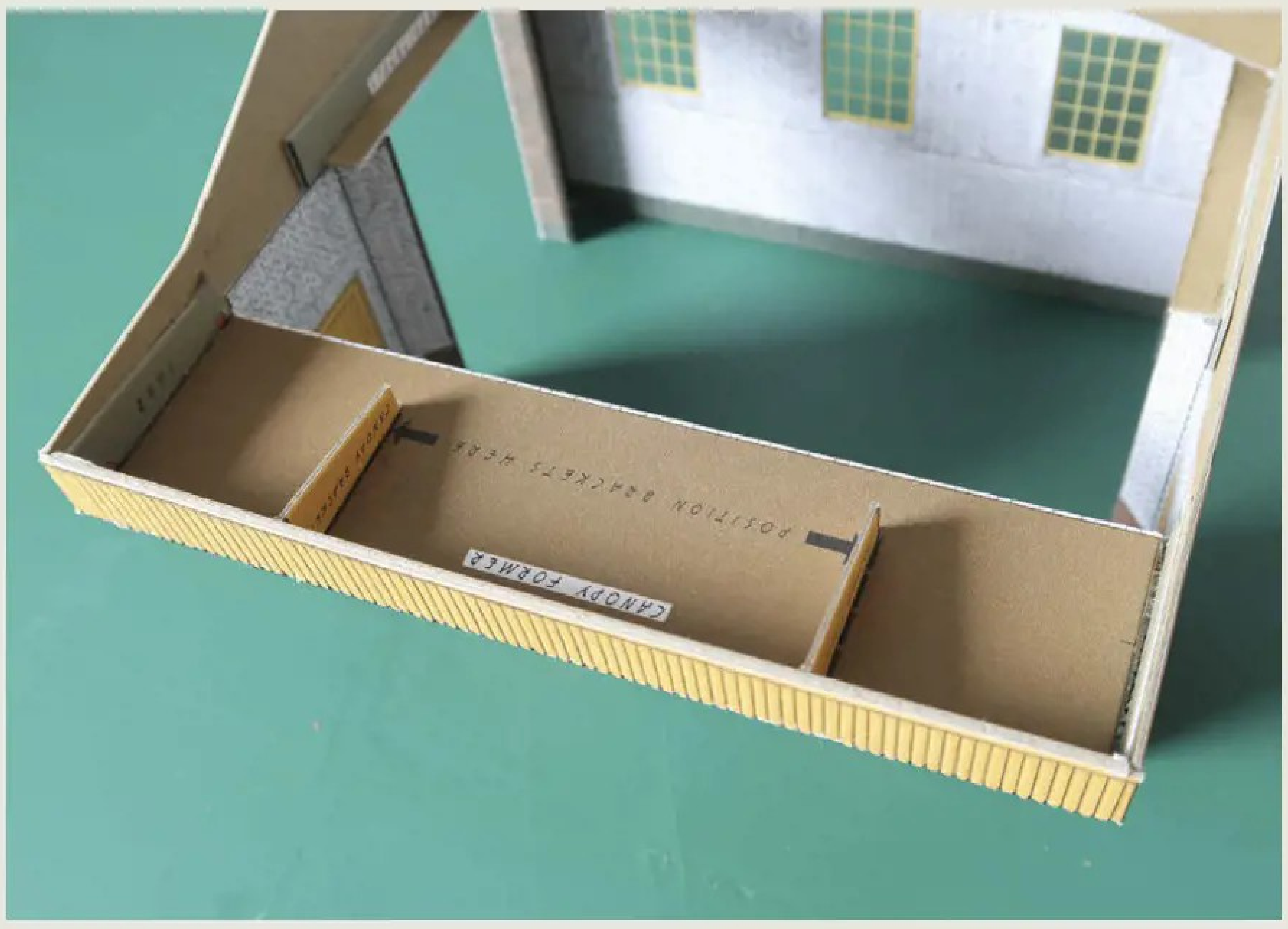
5 With both gable ends and the plain wall done; the main assembly could be commenced. Care was taken to line the external corners up perfectly and the kit's corner braces were added as shown. Visible again is my card lintel over the doorway.



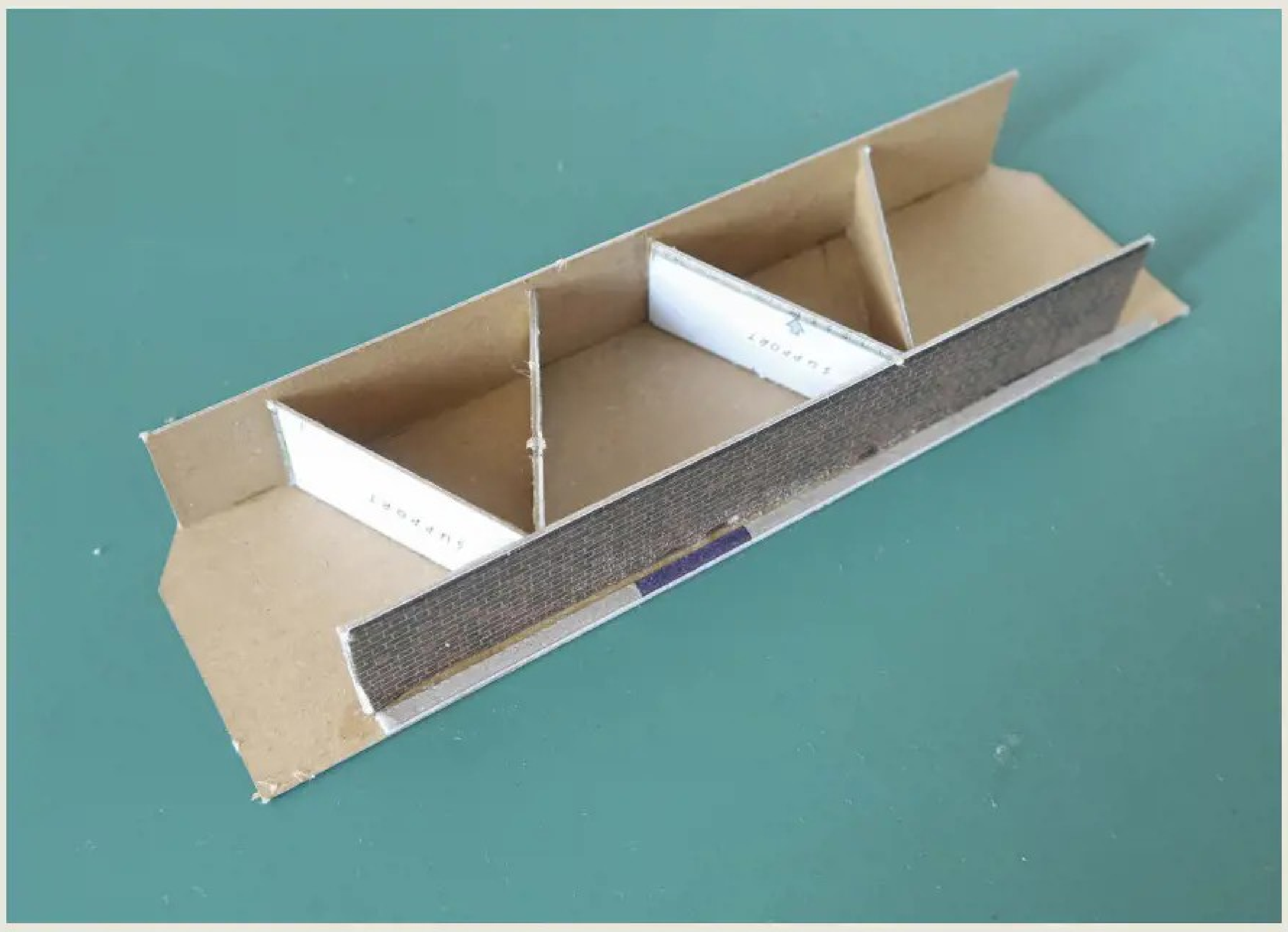
6 The doorway wall build works in exactly the same way as the plain wall. And again, there is a little inconsistency with the paper inner wall print spacing. This will, of course, be invisible from the usual angles and the front view will be hidden by doors.



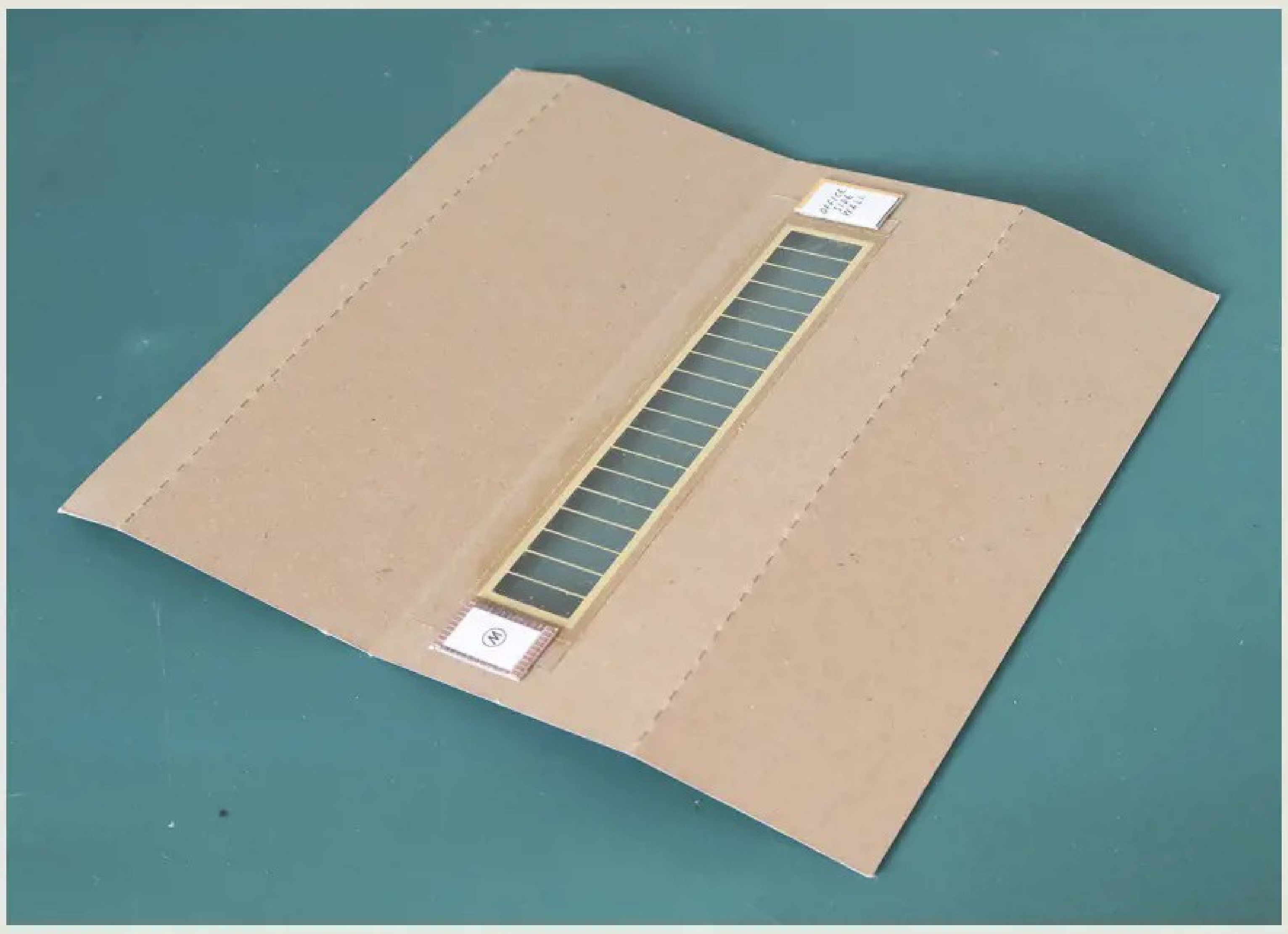
7 The completed doorway wall. An observation was that the instructions do not mention the door linings on the paper sheet. I bodged strips of them into place post construction, but to stick these onto the doors before fitting would be the tip.



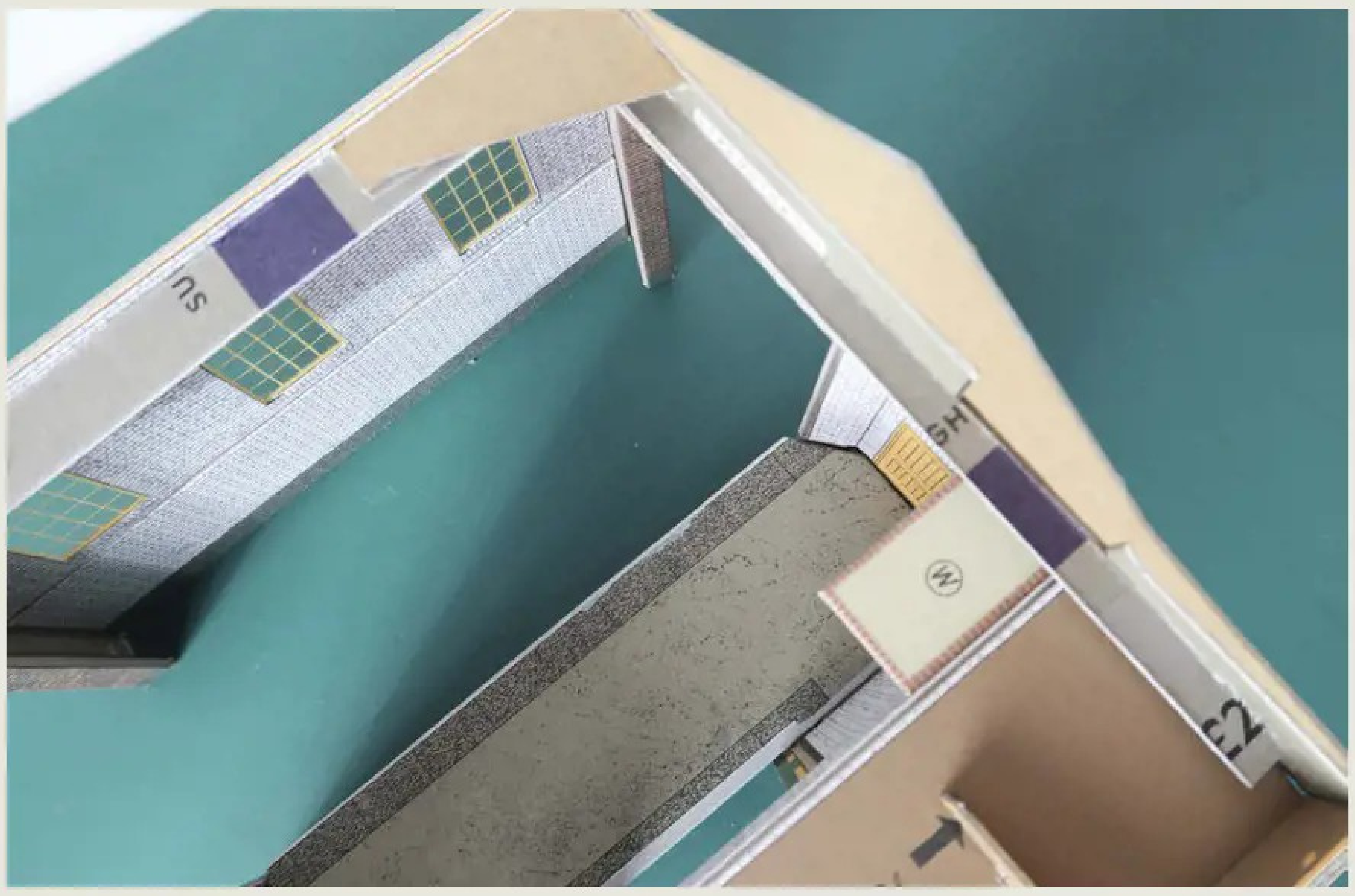
8 The canopy construction is slightly counterintuitive and my brain kept insisting that I was working on the upside rather than the bottom. However, there were no disasters and the canopy was fitted without any problems.



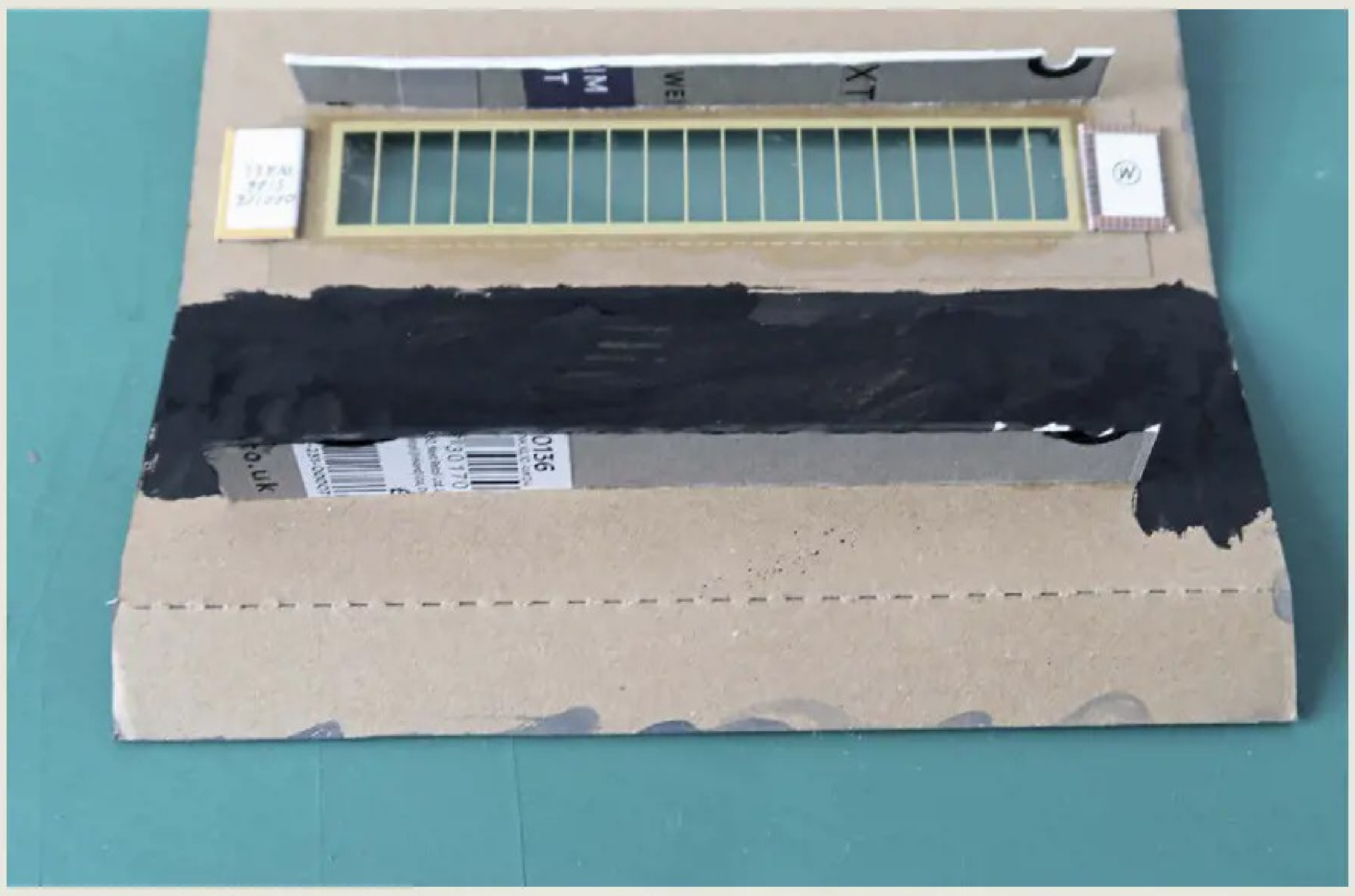
9 The internal platform was made up as instructed; however, there is a fold-up tab on the inner face, but not on the face behind the doors, so I added a sliver of 1mm card along the lower edge to balance it all out. Both faces were given a coat of pale grey paint to cover the bare card edges.



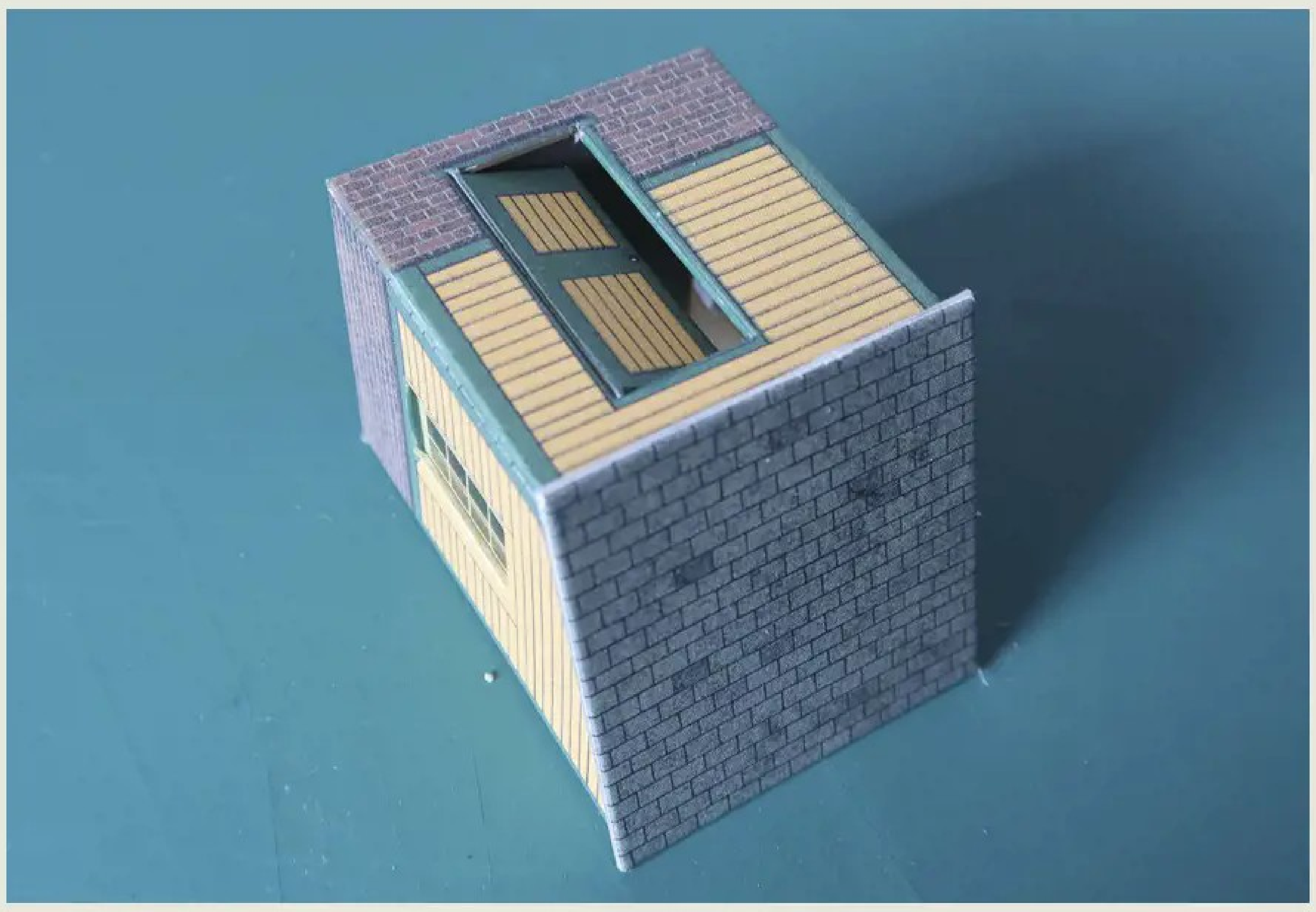
10 The kit included pre-cut glazed windows for the roof, which made assembly much faster. However, these are notorious for coming away over time, so I added some extra security with some bits of scrap. Hopefully, this will keep it all together.



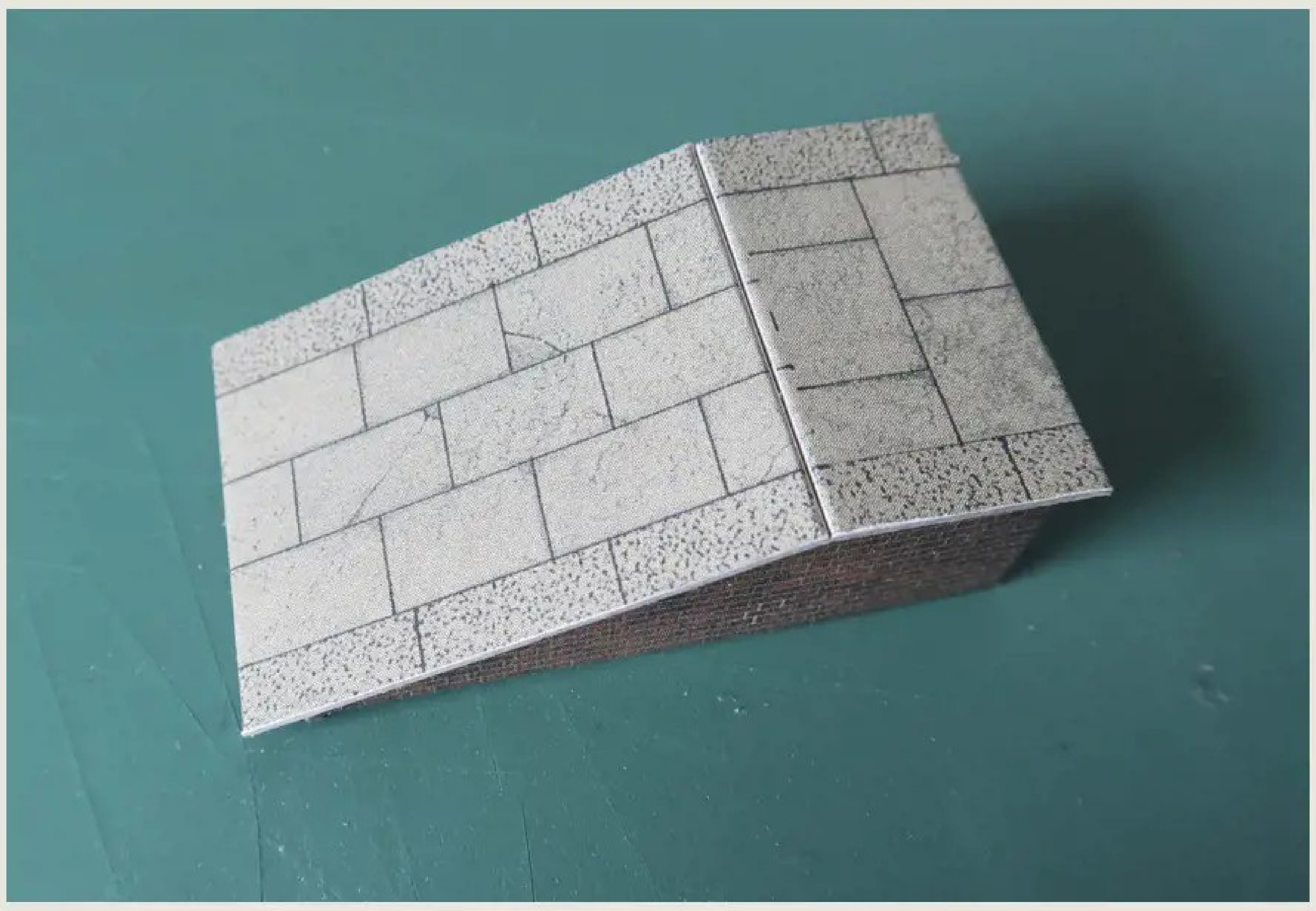
11 One of the general problems with card kits is that they can warp slightly. An open frame structure such as this is doubly prone, so I added longitudinal strips along the plain and gable end walls to try to prevent this.



12 The roof was treated in a similar fashion. From the normal slightly above viewing angles, one brace would be visible, so I coated the showing strip and the surrounding area in black paint to kill the reflection.



13 The office was put together with the door set slightly open. When complete, the bare edges on this and the rest of the shed were touched-in with the appropriate shade of acrylic paint, applied almost as a wash.



14 The end ramp looked way too wide to run up to a single door and also overhung the base part by a considerable amount. The fix was to reduce each side by a slice of 4mm. Not perfect, but a little easier on the eye.

CONCLUSION

This is the basic kit, built as per the instructions, with only some structural upgrade, so could be considered level one. However, there are further possibilities here, such as rainwater gutters/downpipes, bargeboards, platform detailing, signage, and even a wall-mounted, light hoist! This may well be covered in a further article.

The other point is the overall height of the structure which some describe as 'leggy'. This may be a historical issue, as the kit harks back to the days of code 125 rail and foam underlay, which would have jacked the running level up somewhat. The remedy, should you feel brave, is to remove an amount from all the main walls before starting.

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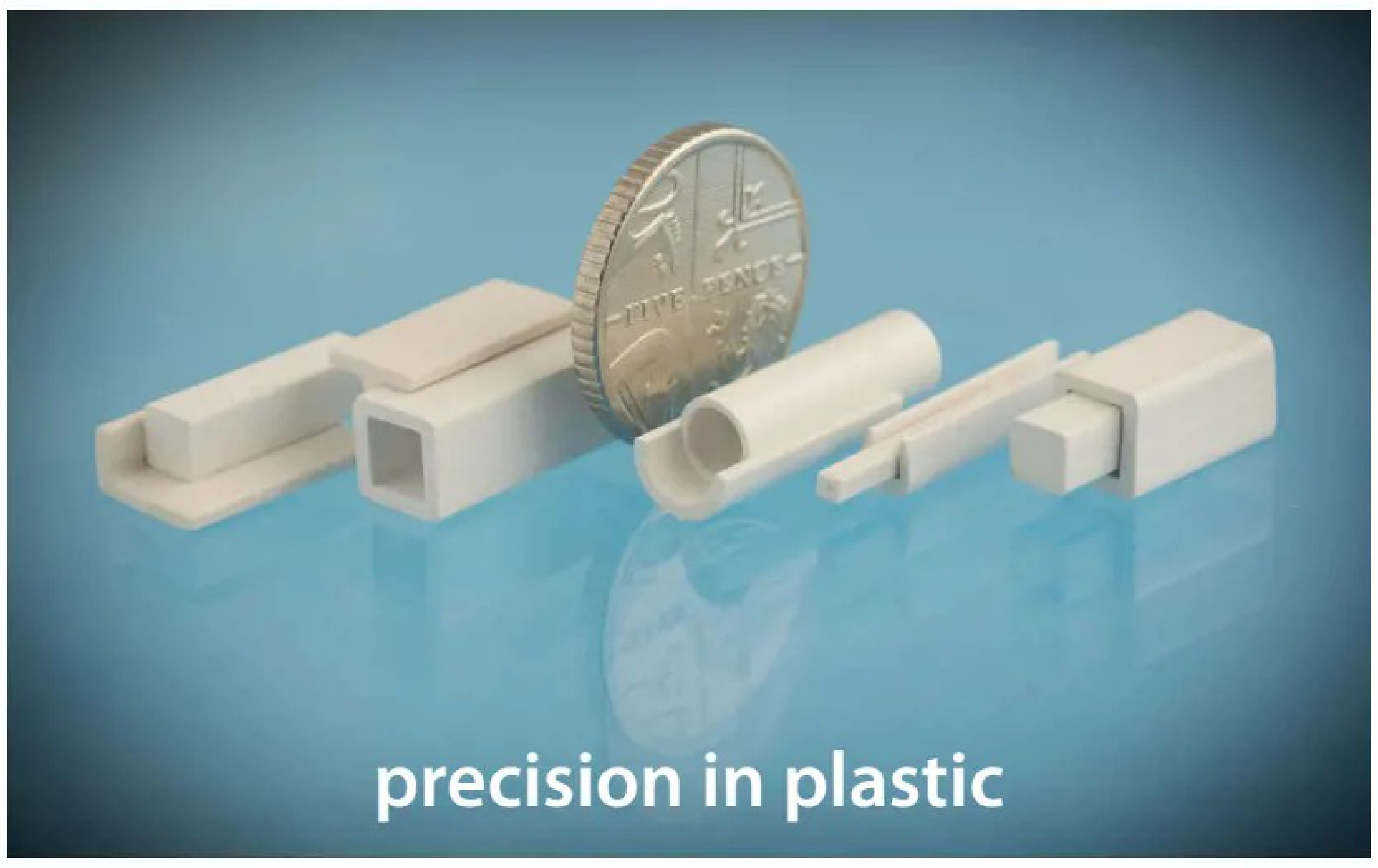

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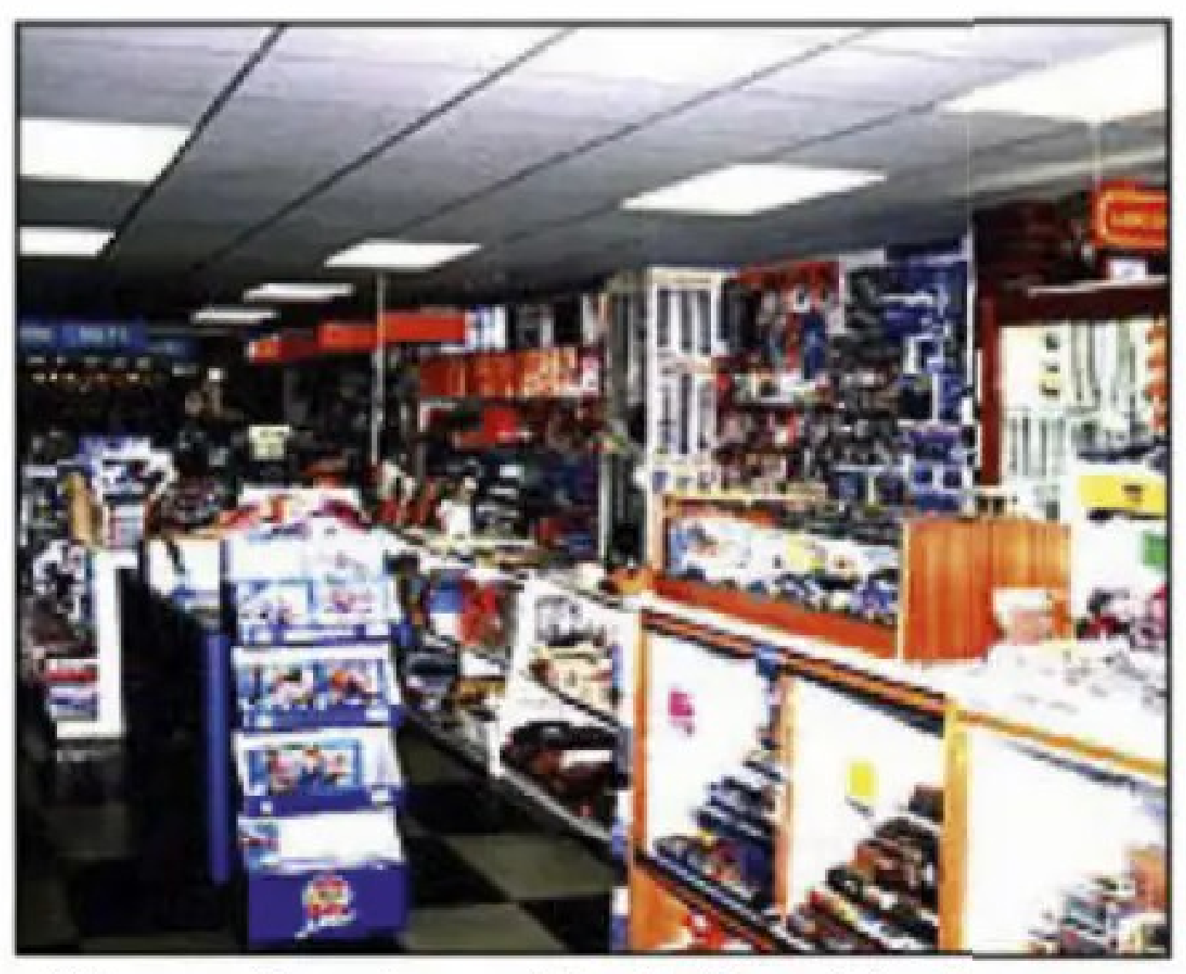

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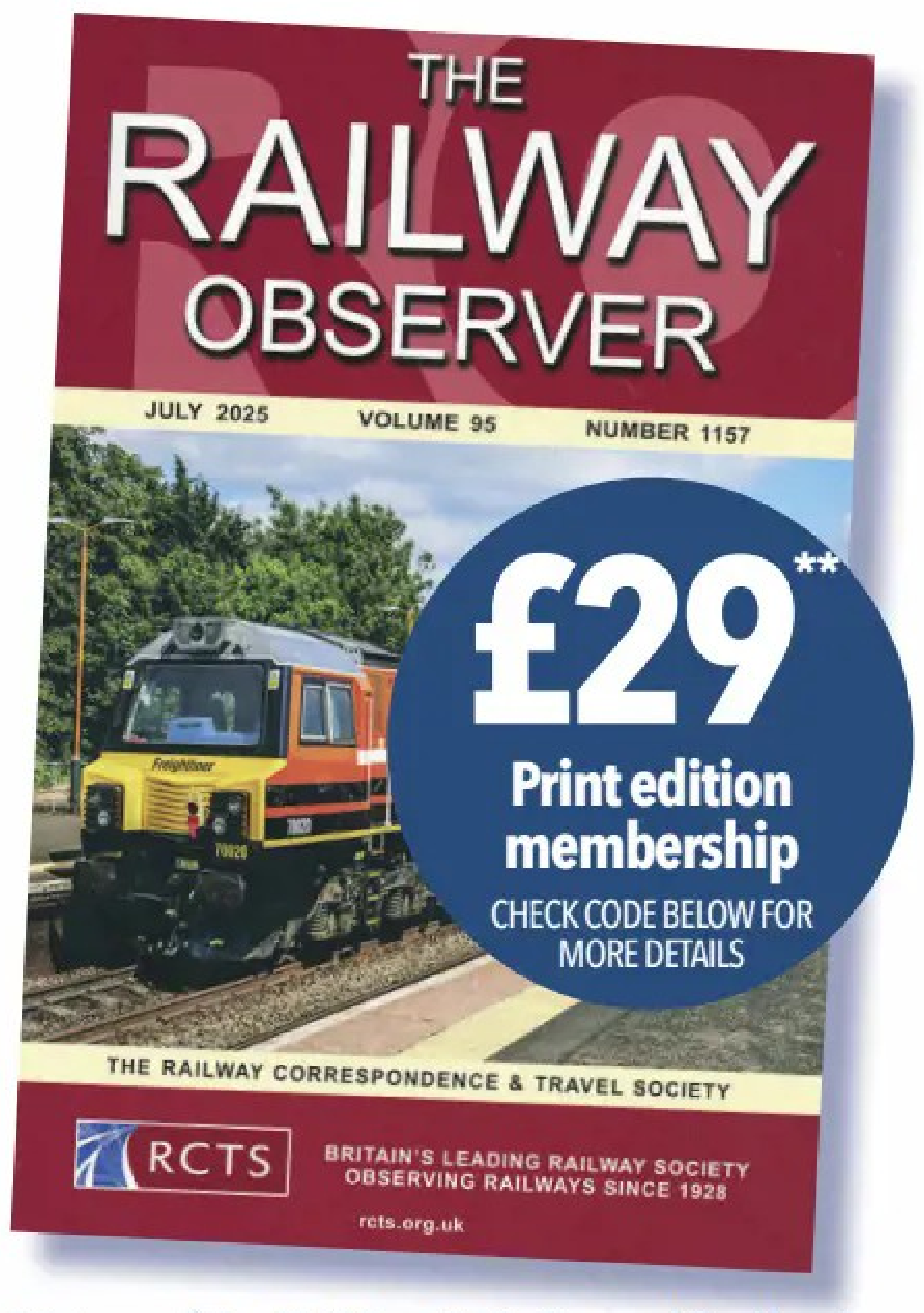
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TRACTION

ISSUE 302 | NOVEMBER 2025

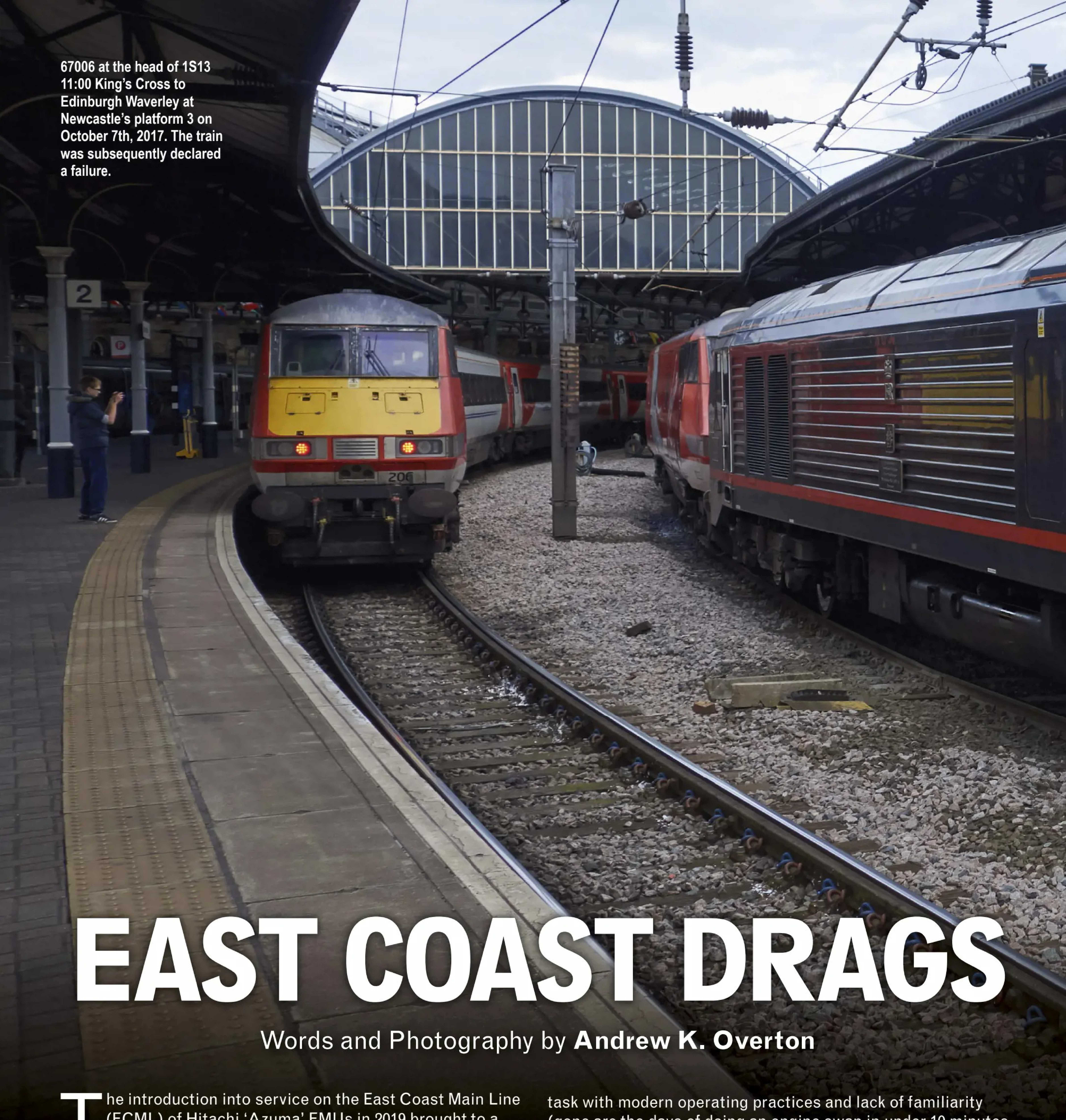
EAST COAST DRAGS

14:52
DB
67005
Virgin

33
YORKSHIRE

ALSO INSIDE:

- Shirebrook in the 1980s
- Early modern traction
- Steelworks industrials



67006 at the head of 1S13 11:00 King's Cross to Edinburgh Waverley at Newcastle's platform 3 on October 7th, 2017. The train was subsequently declared a failure.

EAST COAST DRAGS

Words and Photography by **Andrew K. Overton**

The introduction into service on the East Coast Main Line (ECML) of Hitachi 'Azuma' EMUs in 2019 brought to a close a feature of operation of electrified passenger lines in the UK, that of the booked dragging of electric trains by diesel locomotives due to engineering work. This was once a reasonably regular feature on the Great Eastern, West Coast and East Coast Main Lines, with the Class 91/Mk. 4 sets on the ECML being the last to experience this operation. While these sets are still in use on the ECML today, they are so depleted in number that now, during periods of engineering work when electric power is not available, the reduced timetable can simply be fulfilled by 'Azuma' bi-mode substitutions, rendering dragging unnecessary. Only one York to Doncaster booked drag is known to have taken place since this time.

Dragging on the ECML was not resorted to lightly. Not only is the attaching and detaching of the diesel loco a time-consuming task with modern operating practices and lack of familiarity (gone are the days of doing an engine swap in under 10 minutes, although the heritage sector has retained the skills), but there is always the risk – realised all too often – of electrical connections not working properly, resulting in the failure of the service or heavy delay. With the ECML fleet consisting of both Mk. 4 sets and HSTs, if the reduced timetable could be fulfilled with HST sets, then dragging would not be employed; even when it had to be used, it was kept to a minimum. Initially, following electrification of the ECML, Class 47s were used for booked drags owing to the requirement for locos fitted with a sufficiently high electric train heating (ETH) index to power the auxiliaries on the stock. In later years, these were from the pool that were on daily standby to cover for in-service failures – the 'Thunderbirds'. Latterly, Class 67s hired from EWS were the motive power of choice.

DB
DB
67006
ENSURE COUPLER IS
LOCKED IN POSITION
BEFORE USE
Danger
Danger
PS

The occasions when dragging took place coincided with major line blockages, so not only was the overhead line (OHL) power off but the lines were under possession, so complete diversion of services was necessary. The table on the next page shows the scenarios leading to dragging on the ECML. In the case of drags via the Durham Coast, occasionally, the diesel loco could be attached at Doncaster if the train originated there, to avoid delay en route by attaching at York. In all cases, attaching and detaching locations were chosen that had appropriate signalling facilities, rather than locations close to the point of divergence from the electrified line, which might be inappropriate. This could result in lengthy running at reduced speed on diesel power under live OHL. Another factor sometimes at play was the inability of the OHL to cope with the power draw of Class 91s on the diversionary route, in addition to the regular services also in operation.

Even though Class 67s have a top speed of 125mph, it was not possible to run at this speed when dragging Mk. 4 stock on the ECML. The Mk. 4s are fitted with a brake pipe pressure control unit (E70) at each end of the train controlled by the Time Division Multiplexer (TDM), and this ensures that the brakes are applied at both ends of the train simultaneously, speeding brake response and reducing braking distance. When hauled by non-TDM fitted Class 67s, this facility is not available, so drags were limited to 100mph.

For ‘bashers’, the drags were always something to look forward to, bringing as they did less usual motive power into use and also travel over unusual routes for ECML services. The usual suspects were very much in evidence in considerable numbers, much to the bemusement of normal passengers who were rather less enthusiastic about the considerably extended journey times.

67007 at Newcastle after dragging 91131 and 1E21 15:42 Edinburgh Waverley to King's Cross from Carlisle on September 23rd, 2017.

However, one needed to have one's wits about one when planning moves to avoid long waits if possible (often unavoidable) and to avoid HST services. It was also wise to have a Plan B already worked out for when a problem occurred once the Class 67 was coupled up – or even sometimes when it was uncoupled – akin to a game of Russian Roulette. To give a flavour of these days and record them for posterity, I will describe a few journeys made via dragged services in the twilight years of operation on the route.

Tyne Valley diversions

Weekend engineering work north of Newcastle on September 23rd/24th, 2017, saw the ECML closed and a limited number of services diverted via the Tyne Valley to Carlisle, some dragged. My first move from my home at Doncaster on the 23rd was 91128 on 1S12 10:30 King's Cross to Newcastle, terminating at the latter due to the work. At this particular time, one of the sets of Mk. 4 coaches had something seriously wrong with the toilet retention tank in coach B next to the Class 91 and today I chose this set; it used to stink like an open sewer. So, just over 20 minutes to York was more than enough of this fragrant experience and I got off to wait for the following 1S13 11:00 King's Cross to Edinburgh Waverley, which was booked to drag from Newcastle anyway, but didn't stop at Doncaster. I boarded this behind 91110 *Battle of Britain Memorial Flight* after a short wait. This was a loco I normally avoided due to several experiences with it failing on me, but today it was a case of Hobson's Choice, so off we went and it managed to keep itself going for once.

Lines blocked between	Diversionary route via	Diesel loco attached/ detached at
Hitchin and Peterborough	Cambridge and Ely	King's Cross and Peterborough
Peterborough and Newark Northgate	GN&GE Joint line throughout or Lincoln to Newark Northgate (reverse)	Peterborough and Doncaster or Newark Northgate
Newark Northgate and Doncaster	Swinderby and GN&GE Joint line	Newark Northgate and Doncaster
Northallerton and Newcastle	Yarm and the Durham Coast route	York and Newcastle
Newcastle at Edinburgh	Tyne Valley to Carlisle and WCML	Newcastle and Carlisle

67007 was going to be the dragging loco sampled today, just the one return journey to Carlisle owing to journey time and the limited number of drags available. With the Class 91 at the north end on arrival at Newcastle, the 67 attached to the south end and then the moment of truth, will the loco connect up properly? It was usually a good sign when the air-con fired up again and the full coach lighting reset, having gone onto battery power once the '91' panned-down. Today was a good day and we were off just two minutes behind schedule via the King Edward Bridge. The set was lightly loaded, most normal passengers often decided to make alternative arrangements during these diversions due to the very long journey time, so a relaxed journey on loco-hauled coaching stock could be enjoyed on a route where DMUs were normally the only option. Carlisle was a booked passenger stop, something you had to be careful of on these services, as not all stops were and the doors would not be released if not, and we arrived five minutes ahead of time. After 'The Man With the Gloves' had done his thing with the '67' and the '91' had been powered up, the train departed via Beattock on electric power to Edinburgh.

It would have been nice to have taken the Class 91 through and have a run over the West Coast Main Line but, unfortunately, this would have resulted in the next southbound drag being missed, so a long wait at Carlisle was the order of the day. There seemed nothing else for it but to retire to the 301 Miles pub on platform 4 and sample a few real ales, before grabbing some fish and chips from outside the station to take onto the train.

Later in the afternoon, 91131 rolled into platform 4 with 1E21 15:42 Edinburgh Waverley to King's Cross, on time after a spirited run over the unfamiliar northern fells and promptly powered-down. 67007, which had been stabled at the south end of C Up & Down Goods through line nearby, shunted out and backed onto the electric loco for attachment. This process entailed a loose electric train supply (ETS) jumper kept on the Class 91 being used to connect it to the Class 67 (as well as the latter's fixed jumper); this jumper and the seldom-used plug-sockets on the 91/DVT being the root cause of many of the problems experienced. But not today and we were off on time as I settled into a seat and tucked into my fish supper. The sun set as we headed east, and Newcastle was reached three minutes early, arriving again via King Edward Bridge to keep the set the right way round. After the '67' had been detached, I took the '91' homewards, changing at York into 43305 and 43319 on 1E23 16:41 Edinburgh Waverley to King's Cross, which had itself been diverted via the Tyne Valley, and home.

It was, and indeed still is, a feature of ECML engineering work in recent years for the line north of Newcastle to be closed on several occasions in the autumn. So it was that I was again on the drags via the Tyne Valley a fortnight later on October 7th, but this time things didn't go so smoothly. I took the same two trains north to Newcastle, this time with 91124 and again with 91110, although this time the latter decided to cause problems. One could argue that it was powered-down at the time, but nevertheless, its presence in the set was enough to cause mayhem. 67006 *Royal Sovereign* was dragging today and was attached on arrival at Newcastle and I'd had plenty of time to wander over the footbridge to the opposite platform for a few photos before settling back in coach B. Ominously, after some time, the air-con had not come back on and it still wasn't on as departure time was reached – this was not looking good. Eventually, the expected on-board announcement came that the train was a failure because of problems after attaching the diesel loco, but all was not lost as the intention was to drag the following 1S15 (which would normally have terminated at Newcastle) forward via Carlisle. This arrived in the adjacent platform at 14:50 behind 91129, and after some slick work attaching the '67' to the DVT – thankfully successfully – we were away running as the 94 minutes late 1S13, only making up one minute en route.

67008 leaves Doncaster dragging 1E03 06:20 Edinburgh Waverley to King's Cross, which will be routed via the GN&GE Joint line direct to Peterborough on November 4th, 2017.

67005 *Queen's Messenger* about to depart Peterborough for Bounds Green with the ECS of 1A20 09:45 Leeds to King's Cross after dragging via the GN&GE Joint line on November 4th, 2017. The set developed a fault after the Class 67 was detached and so was terminated.

67007 has been uncoupled from 1S13 11:00 King's Cross to Edinburgh Waverley after dragging via the Tyne Valley and awaits the signal to move off and stable until its next southbound working on September 23rd, 2017.

EWS 67007
67007

67021 rests on the blocks at King's Cross on January 13th, 2019, after dragging 1A18 08:43 Leeds to King's Cross from Peterborough via Cambridge.

Of course, there was no danger of missing the southbound drag at Carlisle, even with the significant delay, because we had its forward loco. In the event, 1E21 itself arrived at Carlisle late behind 91132 and the driver saw fit to compound the delay by drawing too far towards the platform starting signal and leaving insufficient room for 67006 to get in clear. A considerable farce then resulted with the signaller having to set the departure route manually and the train then being set off against the straddled signal at danger. Years ago, the train would have been secured for departure and pushed back clear a few yards, but this obviously falls into the 'too difficult' category nowadays, so rather than a few yards of propelling, it's deemed safer to depart against a red signal without the security of a set route – go figure. We eventually left 30 minutes late.

You had to feel for the normal passengers during the drags. While the 'bashers' were usually content to let events unfold, being in no particular rush once they were on board with the required traction, most people were actually trying to get somewhere. After the '67' was detached at Newcastle, we departed just 22 minutes late, but the ordeal wasn't over yet. En route it was announced that, due to train crew shortages, the train would make a special stop, and terminate, at Doncaster where everyone's journey finished 25 minutes late. I was in luck as I was off home from there.

67010 after arrival at Newark Northgate via the GN&GE Joint line and Swinderby, dragging 91127 and 1D22 14:58 King's Cross to Leeds on November 11th, 2017.

Lincoln diversions

2017 was a busy year for ECML weekend engineering work and in November, it was the turn of the more southerly stretches to be totally blockaded. The month started with drags on the 4th, due to work between Newark Northgate and Peterborough. Trains not booked to call at Retford and/or Newark travelled via the GN&GE Joint line via Lincoln throughout, but those needing to make these intermediate stops travelled between Doncaster and Newark via the ECML with the OHL live; between Newark and Peterborough, they travelled via Swinderby and onto the GN&GE Joint line at Lincoln. Class 67s dragged Mk. 4 sets over the unwired sections of both route permutations. My day started with 91102 *City of York* on 1A20 09:45 Leeds to King's Cross, which had Retford and Newark calls to make. At Newark Northgate, we ran into platform 3 as the Lincoln route is not accessible from either of the main line platforms. The Class 91 was shut down and 67005 *Queen's Messenger* was attached to the north end of the train. This went smoothly and we set off, the drags being routed via the through lines at Lincoln Central station and making no intermediate stops to Peterborough. However, on detaching the Class 67 at Peterborough, it was found that a fault had developed with the Mk. 4 set and so the train terminated and was dragged south as empty coaching stock.

My next move was to be 1D27 16:33 King's Cross to Skipton, so to fill in time, I took a HST back to Doncaster and then another back to Peterborough via Newark. 67030 was the booked motive power for 1D27 from Peterborough and it arrived with 91102 and this morning's errant set, obviously now fixed – or was it? We were again routed via Newark Northgate, where arrival was 20 minutes late and 67030 was detached. The gremlins again struck the set with problems with the ETS once the diesel had been detached, but this time the crew managed to resolve the issue and we left 35 minutes down, following 1A45, which was operating a shuttle set between Newark and Leeds. The unlucky passengers would have been better off transferring to that service during the Newark call, had there been any information to suggest they do so, as 1D27 was subsequently announced to be terminating at Leeds. Once again, a typical day on the drags!

A week later, it was my turn to be bowled out by the touch-and-go nature of coupling the Class 67s to the Mk. 4 sets. I turned up at Doncaster intending doing 67010 dragging 1E03 06:20 Edinburgh Waverley to King's Cross. The loco coupled up and we waited for the air-con to fire up again – and waited, and waited. It wasn't going to happen; there was an ETS fault, so the train was terminated. Of course, there was no information for the passengers from the station staff after everyone was dumped back onto the platform, but the 'bashers' on board took the next southbound HST on 1E07 to position at Peterborough for later in the day. 67010, which had travelled south light engine, worked 1D22 14:58 King's Cross to Leeds, which arrived behind 91127. Everyone held their breath after the Class 67 was coupled up and a virtual cheer went up as the air-con came back on and we were off via the Joint line to Newark Northgate, with the Class 91 forward from there.

Cambridge diversions

In January 2019, it was the turn of the line between Hitchin and Peterborough to be blockaded, with diversions via Cambridge. On the 13th, I headed south on 1A18 08:43 Leeds to King's Cross behind 91128, which was booked to be dragged. At Peterborough, 67021 in Belmond Pullman-livery was attached to the DVT to take us for a trundle round the Fens and remained on to King's Cross. A bonus was doing the through line at Cambridge. There was no suitable northbound move until the evening, so I filled the time with a walk to St Pancras to take 43059/073 on 1F39 1332 St Pancras to Sheffield as far as East Midlands Parkway, returning to London wedged into a 'Meridian'. I needn't have bothered; I could have taken the HST all the way, as the evening drag descended into the usual farce.

67004 should have dragged 91132 on 1D32 18:49 King's Cross to Leeds via Cambridge, but once again the Class 67 and the Mk. 4 set weren't talking to each other. After repeated attempts to resolve the issue, it was decided to use a HST set with 43318/310 to form the service, and we eventually left 49 minutes late, with a considerable number of disgruntled 'bashers' on board. Some excellent driving ensued and, aided by there being no need to detach at Peterborough, arrival at Doncaster was a mere 28 minutes late. As my final ECML drag, it was rather fitting that it should have ended in typical fashion.

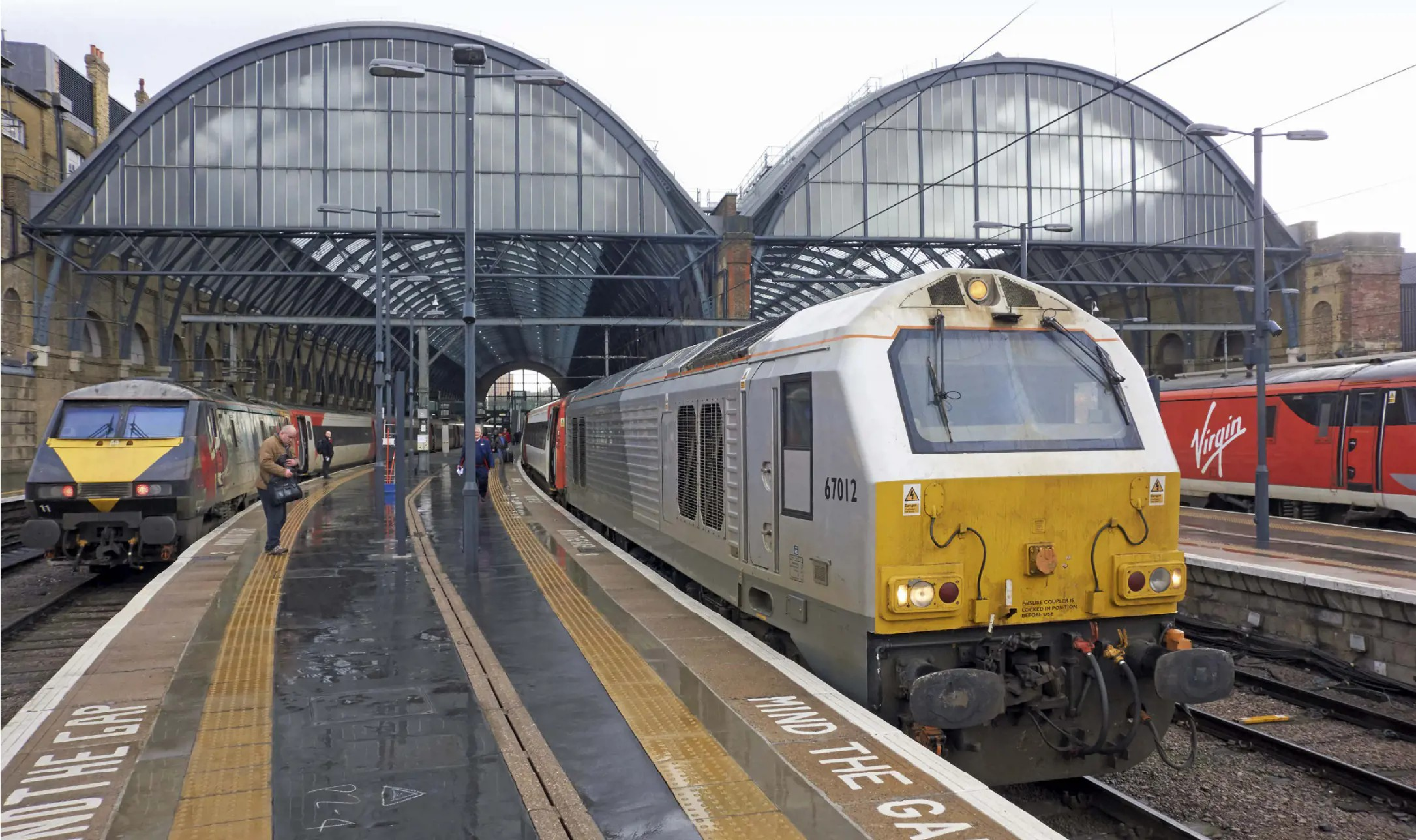
Loco shortages

An account of this period would not be complete without mention of one of the most outrageous workings, which wasn't actually a result of engineering work. Throughout 2018, Inter City East Coast were short of Class 91s while they were in works at Wabtec Doncaster. Class 90s were hired in from EWS to cover, but on March 6th, they were still short of sufficient locos to work the timetable, with no suitable Class 90 available. In what must be the biggest fix of modern times, rather than cancel one of the diagrams, the 'gen' came out the day before that two Class 67s would top & tail a Mk. 4 set on 1D19 15:05 King's Cross to Leeds and 1A48 18:45 return.

There was considerable scepticism, with some 'bashers' considering this to be a wind-up. I was on nights but decided to take a punt, so roused myself next day in time to take 43313/318 on 1A29 12:45 Leeds to King's Cross and was half expecting to be greeted at King's Cross by the sight of wall-to-wall Class 91s and HSTs. To my considerable relief, as we emerged from Gasworks Tunnel, 67012 could be seen at the head of a Mk. 4 set in platform 3 while 67005 *Queen's Messenger* was at the rear. As the locos had been coupled up on depot and had brought the stock in ECS, there was no danger of a farce before departure and we left on time, with many of the usual suspects on board. Others joined en route once the gen was broadcast that it was really happening.

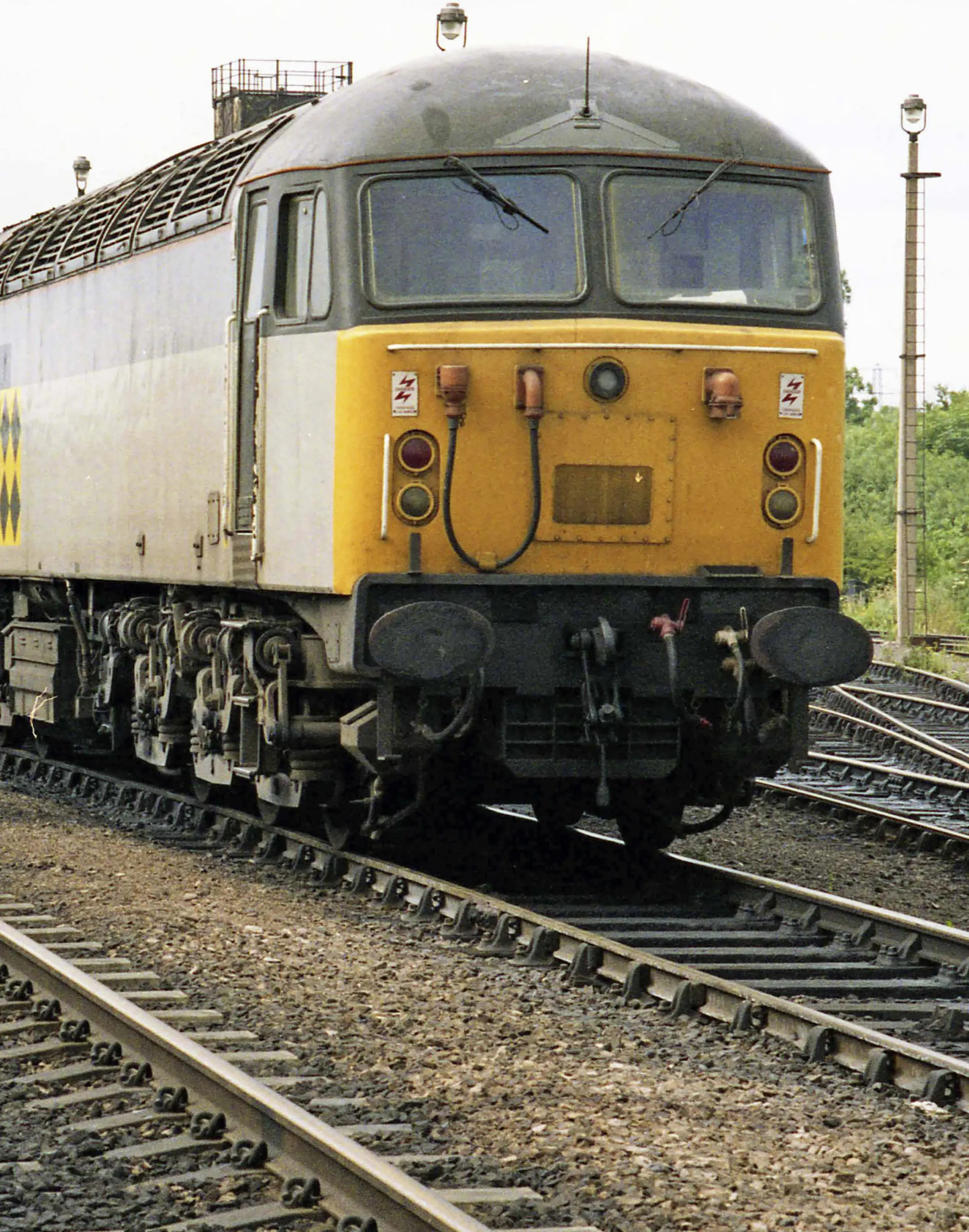
Owing to the 100mph speed limit and the fact that the rear loco was a dead weight, we lost time as we headed north, the timings of the service not having been amended. After the Peterborough stop, we were sent slow line to Tallington for 1N87 a Grand Central HST to pass, and eventually arrived at Leeds 43 minutes late. One has to wonder what the point was as all the passengers were now entitled to Delay Repay. Scenes at Leeds resembled a railtour, much to the bemusement of the evening commuters, as 'bashers' spilled from the train upon arrival to secure photos. I left the return working at Doncaster as I had a shift at work to go to, but I didn't miss much as the train failed north of Retford before proceeding to the platform to detrain passengers and terminate – more Delay Repay. Anyone hoping to join the fun south thereof was convincingly bowled out.

The almost unbelievable sight at King's Cross on June 6th, 2018, of 67012 about to drag 1D19 1505 King's Cross to Leeds throughout. On the rear was 67005, as seen on the cover of this issue of TRACTION.

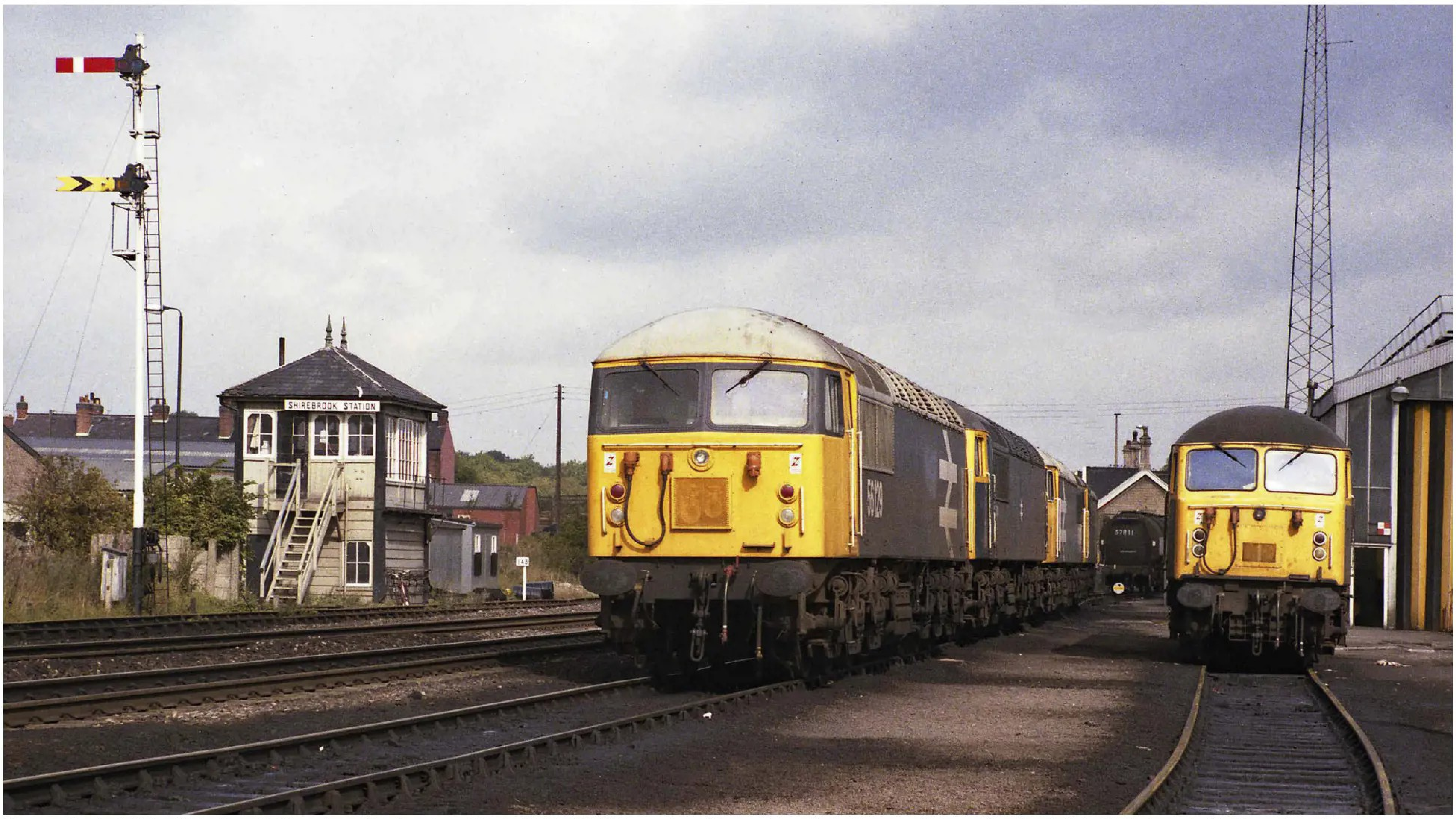


SHIREBROOK IN THE 1980S

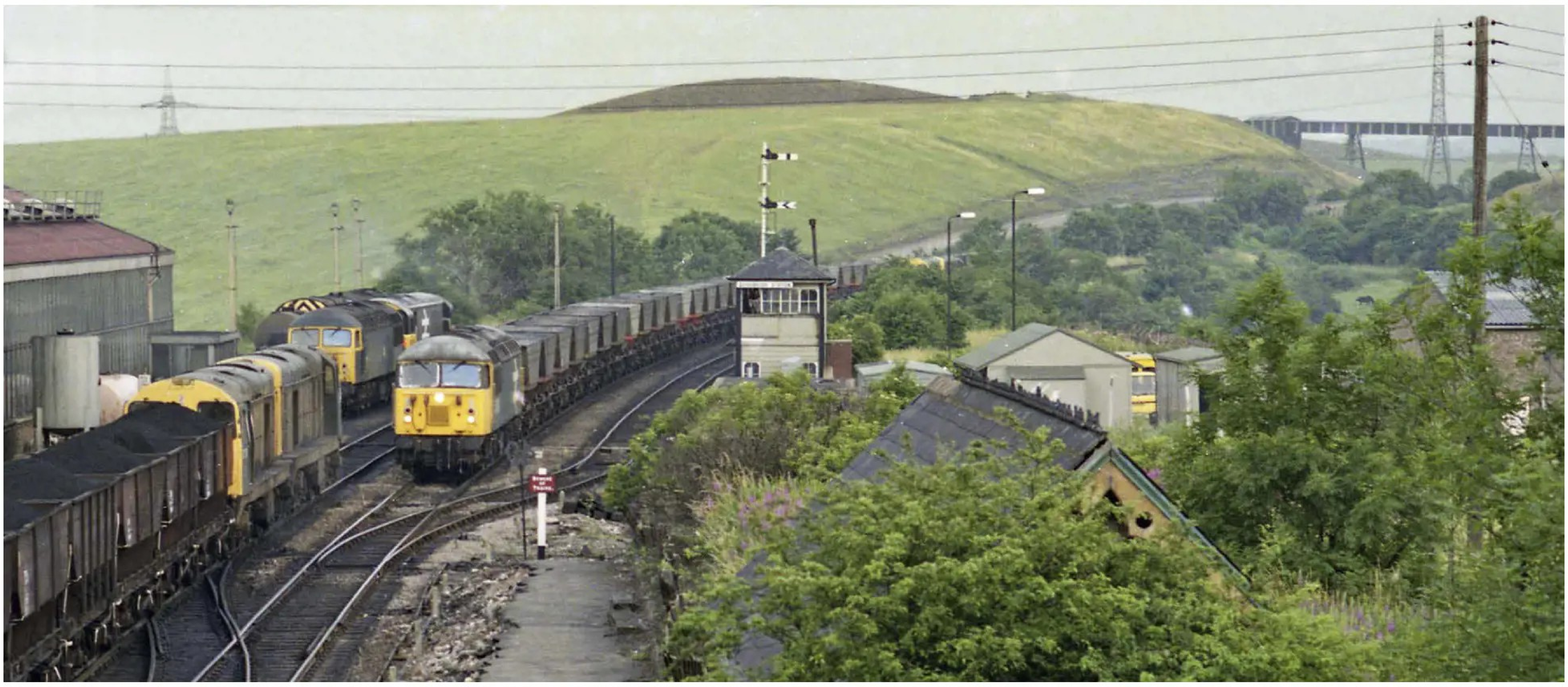
Words and Photography by **John Dedman**



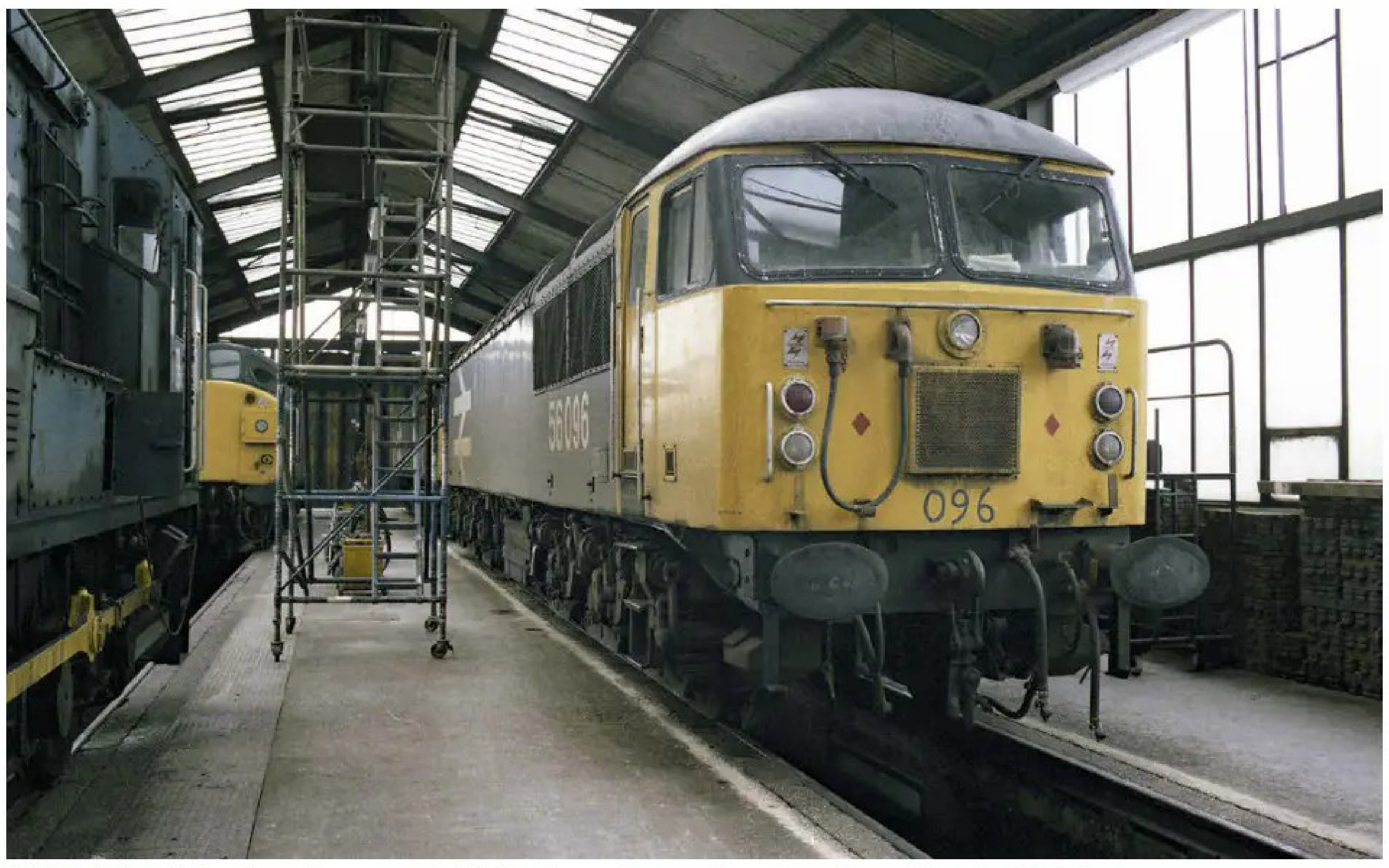
There is a Type 5 power line-up at the depot with 56015, 56006, 56095, 58004 and three more Class 58s on July 3rd, 1988. The station buildings and the part-demolished platform can be seen on the left side.



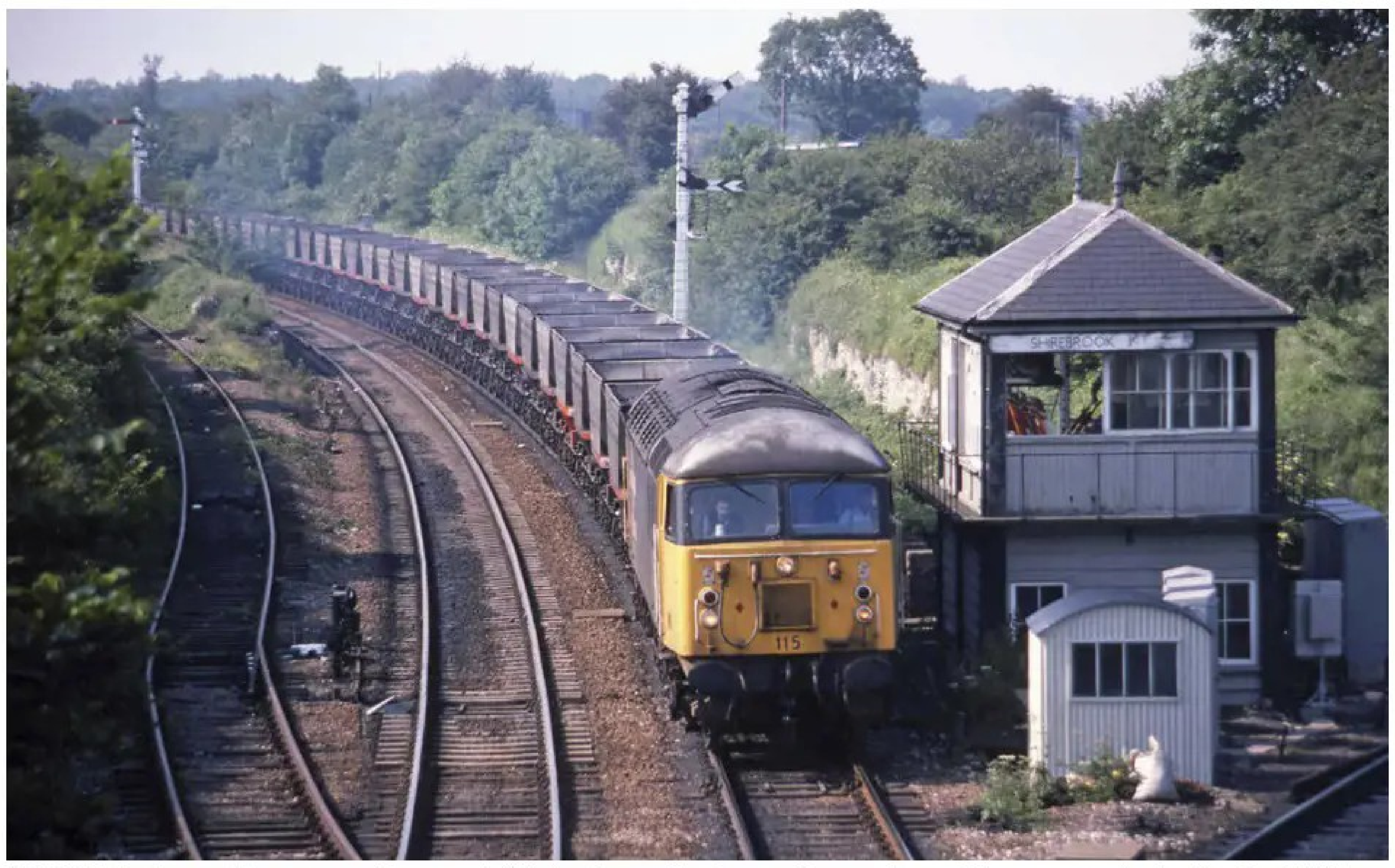
On my first visit to Shirebrook Depot on September 22nd, 1984, 56129 was heading a trio of similar machines. On the left is Shirebrook Station signal box. There was no station here in 1984, although the remains of the platform could be seen.



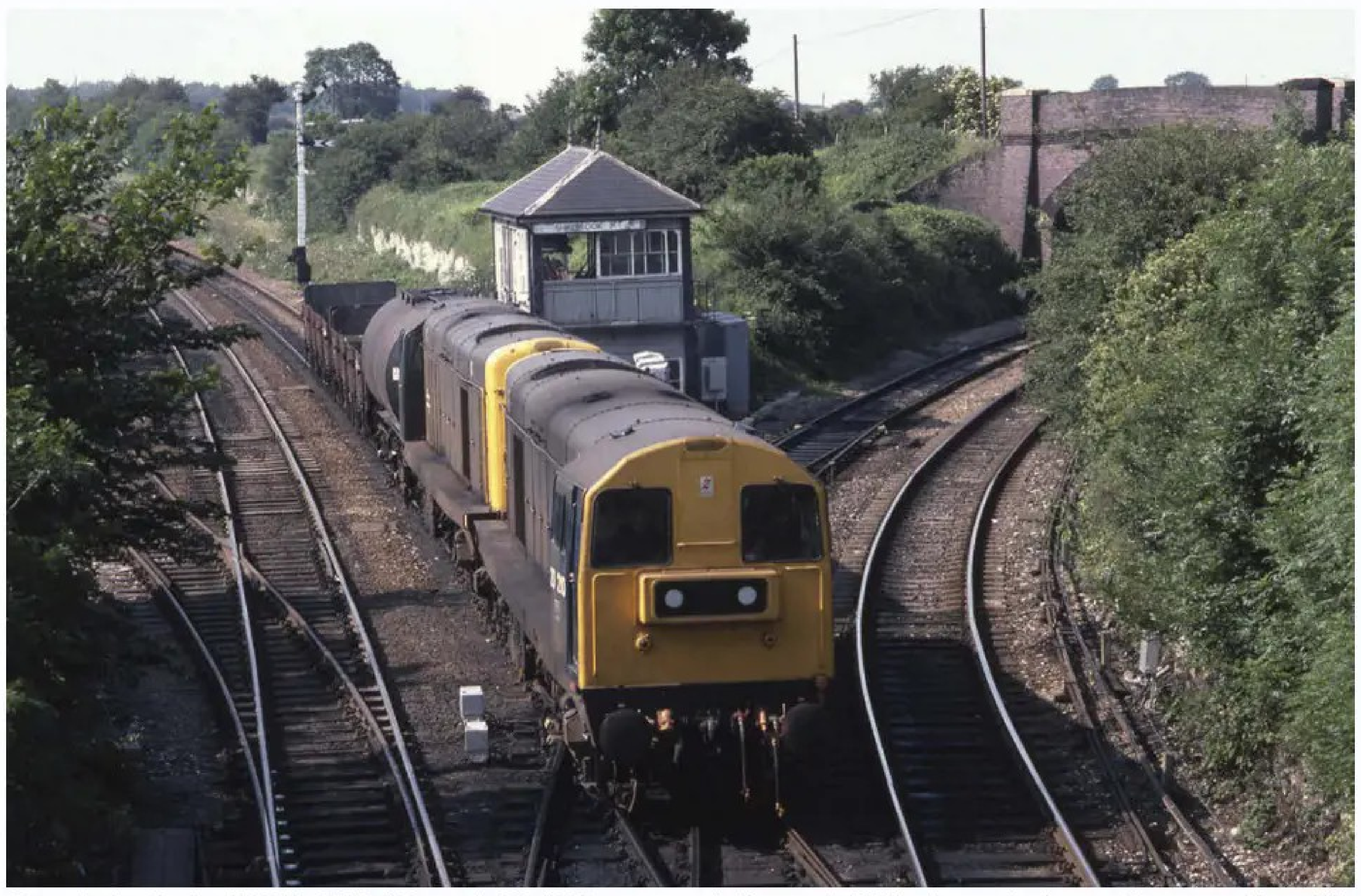
A busy time at Shirebrook on July 15th, 1986, with 56090 heading north with a MGR and 20111 and 20176 passing through in the opposite direction with loaded HTV wagons. The partly-demolished station platform can be seen on the right-hand side.



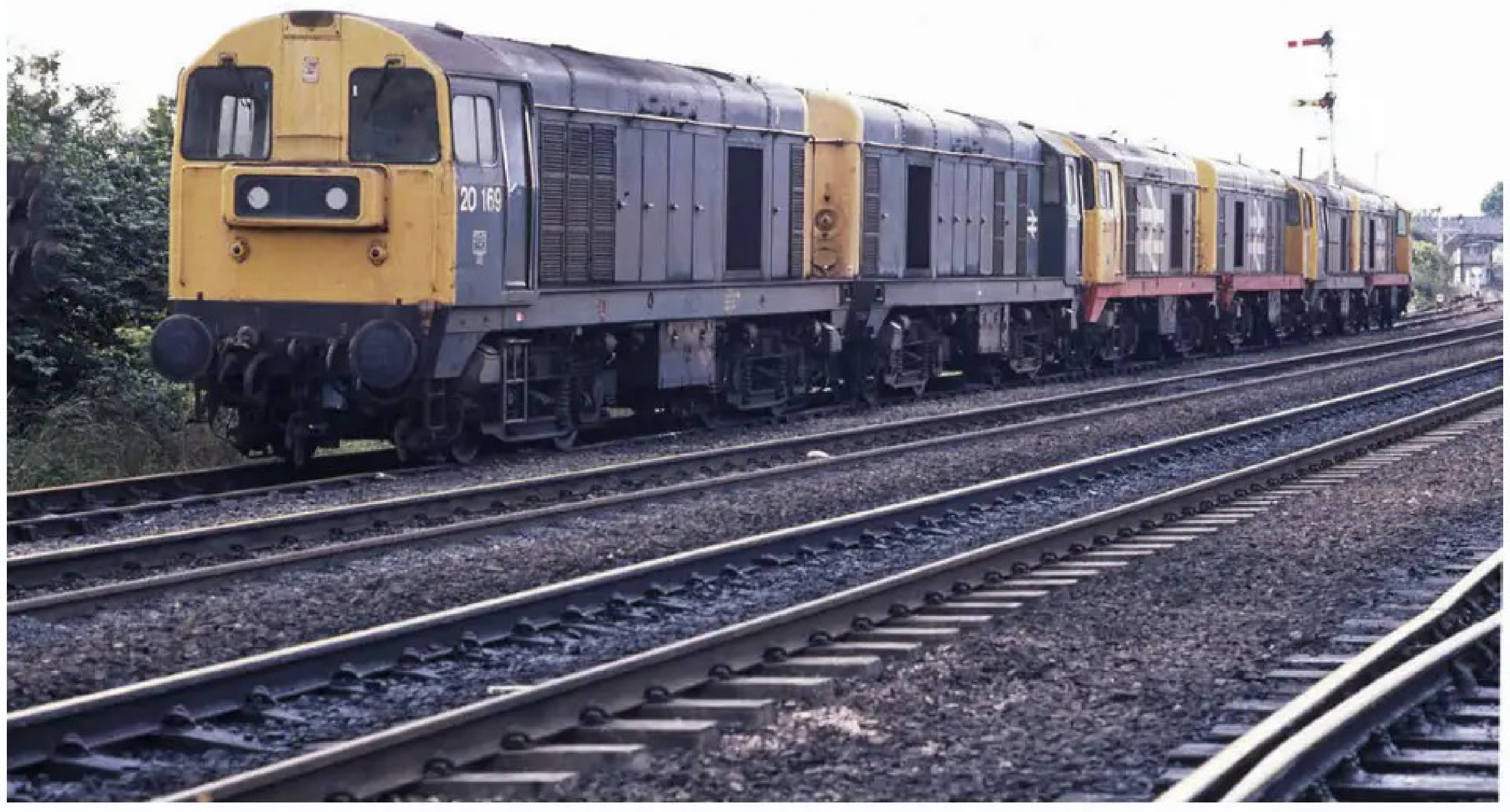
56096 inside the depot at Shirebrook on September 22nd, 1984.



56115 is heading south past Shirebrook Junction signal box on July 3rd, 1985.



On July 3rd, 1985, 20210 and 20128 are arriving at Shirebrook from the north with a short trip working consisting of one 45-ton TTA fuel oil tank and two empty OBA wagons, this train proceeds to the depot where the TTA was delivered.



Sunday line-up of Class 20s stabled opposite the depot is seen on July 3rd, 1988. In order they are 20169 + 20055, 20215 + 20108 and 20094 + 20059.

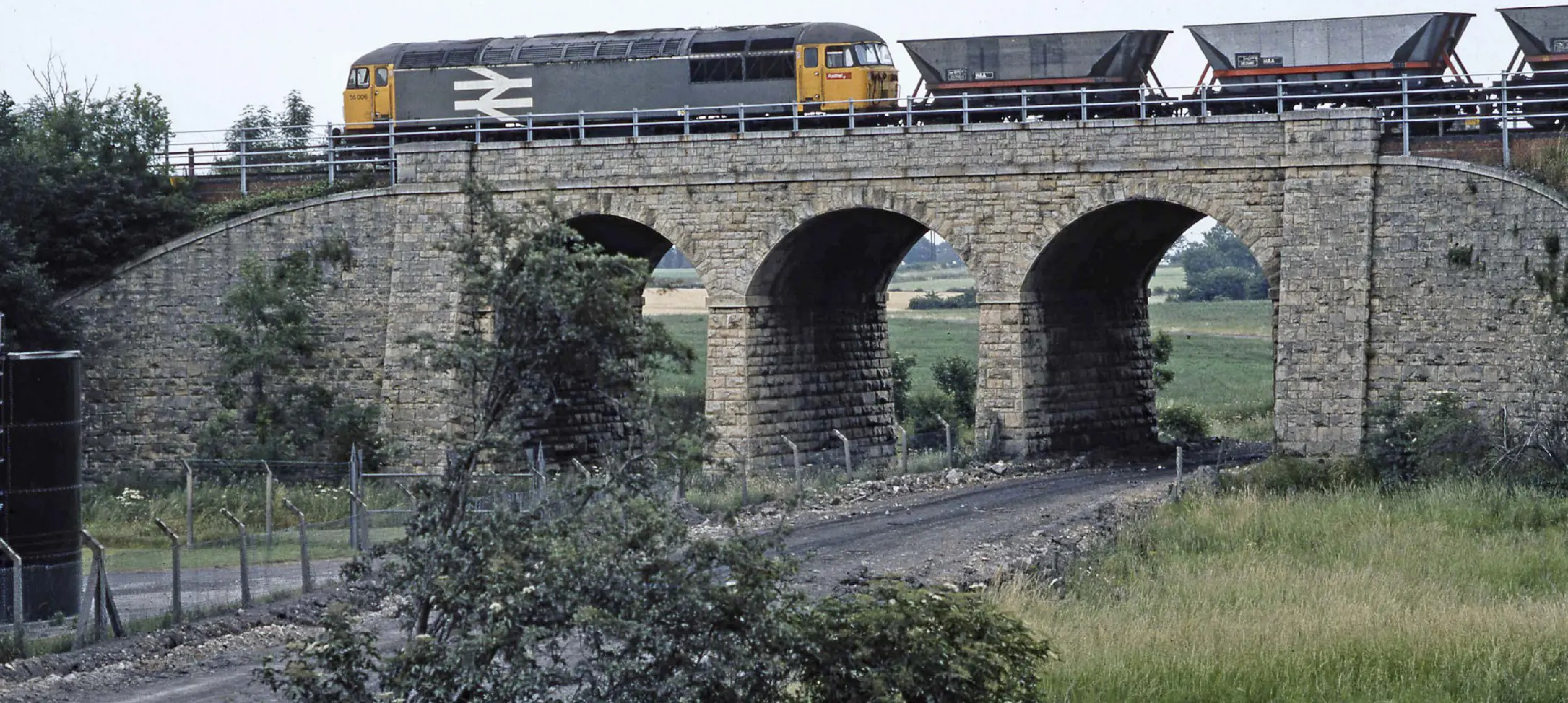
My first visit to Shirebrook was in 1984 on a coach trip from Southampton organised by the Railway Enthusiast Society. This was one of those trips where we departed late on Saturday evening and travelled north overnight, stopping at various stabling points on route. One I remember was Coalville in the dark, when I don't think I got off the coach. These trips were aimed at and more suitable for spotters than photographers, as we spent a lot of time driving around looking for locos at small stabling points. It was always a bit of a rush at the bigger depots, but it got us to places that I could not normally get to, so was well worth the trip.

Our next visit to this area was a year later, in 1985, when we decided to drive and spend some time capturing some of the locos at work in the local region. Using the Baker Rail Atlas and local Ordnance Survey maps, we visited the main line at Shipley Gate before arriving at Clipstone Junction with its semaphore signals, where we caught 56004 with a loaded MGR train. From there we moved onto the road bridge next to the remains of Shirebrook Station, where we had a busy afternoon with some good weather. There were a few light engine movements, with mainly Class 56 locos and MGRs, again with Class 56s.

Shirebrook Depot - Sunday, September 22nd, 1984
08233, 37024, 37226 56011, 56012, 56053, 56088, 56089, 56090, 56092, 56093, 56096, 56106, 56110, 56111, 56113, 56122, 56129

Clipstone - Wednesday, July 3rd, 1985		
56xxx	D	Light Engine
56004	U	MGR
Shirebrook - Wednesday, July 3rd, 1985		
56107, 56110, 56099 & 08xxx in depot		
56110	S	Light Engine from Depot
37080	S	Light Engine from Depot
56099	E	Light Engine towards Clipstone
56024	E	Empty MGR towards Clipstone see TRACTION 238 for photo
56xxx		Light Engine Arr from Clipstone
20066 + 20083	S	Light Engine
20210 + 20128	S	TTA + 2 x OBA
56023	N	Loaded MGR
20128 + 20210	E	2 x OBA
56115	S	Empty MGR

Railfreight grey-liveried 56006 is heading north with an empty MGR as it approaches Shirebrook on July 15th, 1986.



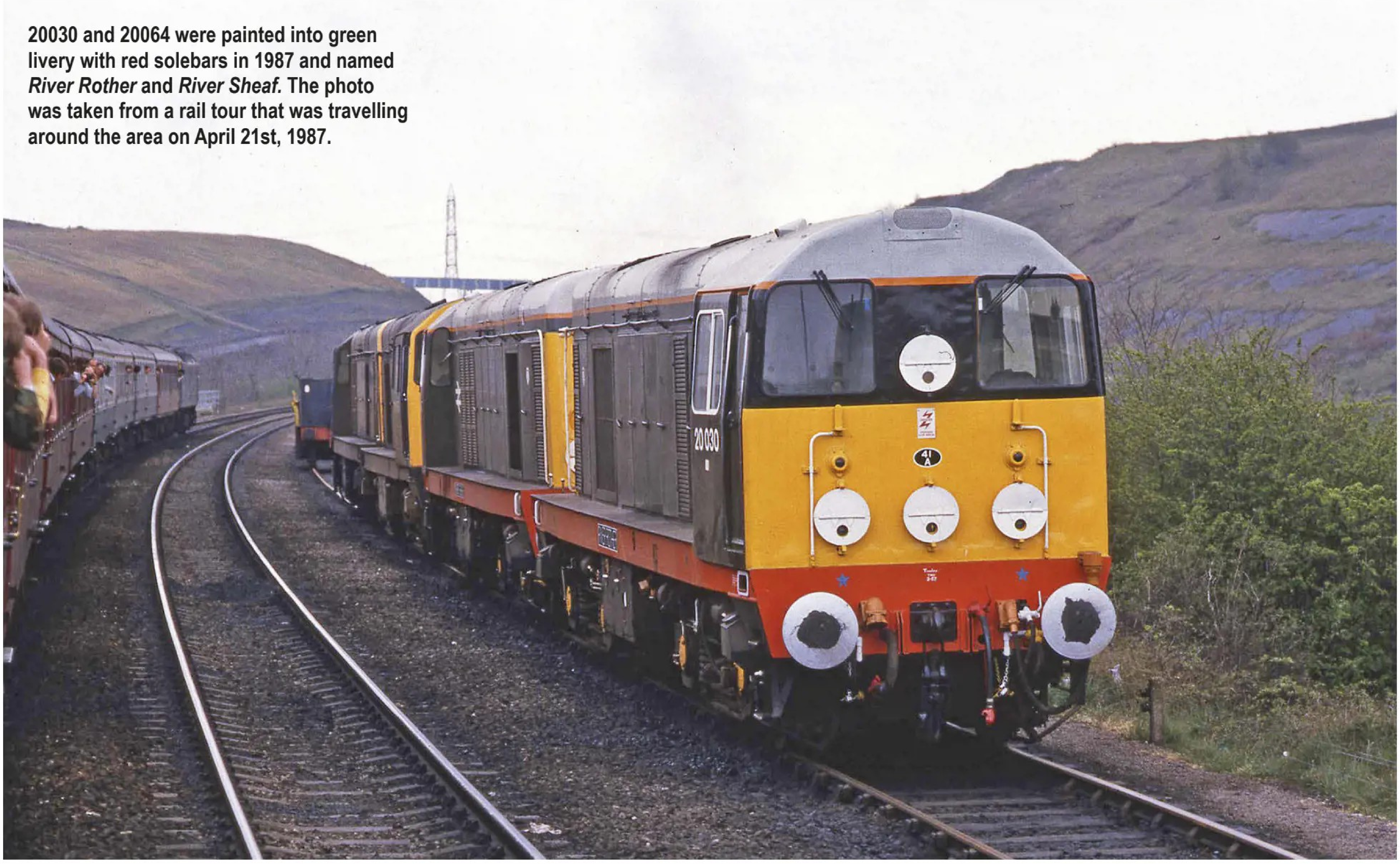
56004 is at Clipstone Junction with loaded MGR on July 3rd, 1985. This Romanian-built loco suffered serious collision damage to both cab ends in 1982 and was rebuilt with British-style ends and re-entered service in 1984, still looking ex-works in 1985.

20128 and 20210 have deposited the TTA at the depot and are now heading away with the two OBA wagons. 56115 is waiting to pass through with an empty MGR. The line diverging off to the left goes to W.H.Davis Wagon Works. The date is July 3rd, 1985.

One of the highlights was 20210 and 20128 arriving from the north with one TTA fuel oil tank and two OBA open wagons. The TTA was dropped off at the depot and the locos then ran round the OBAs and departed towards Clipstone. The fuel tank was then pushed into its position in the depot by 56107. From here, we carried on exploring the local area for more vantage points, including Whitwell, Clay Cross and Barrow Hill.

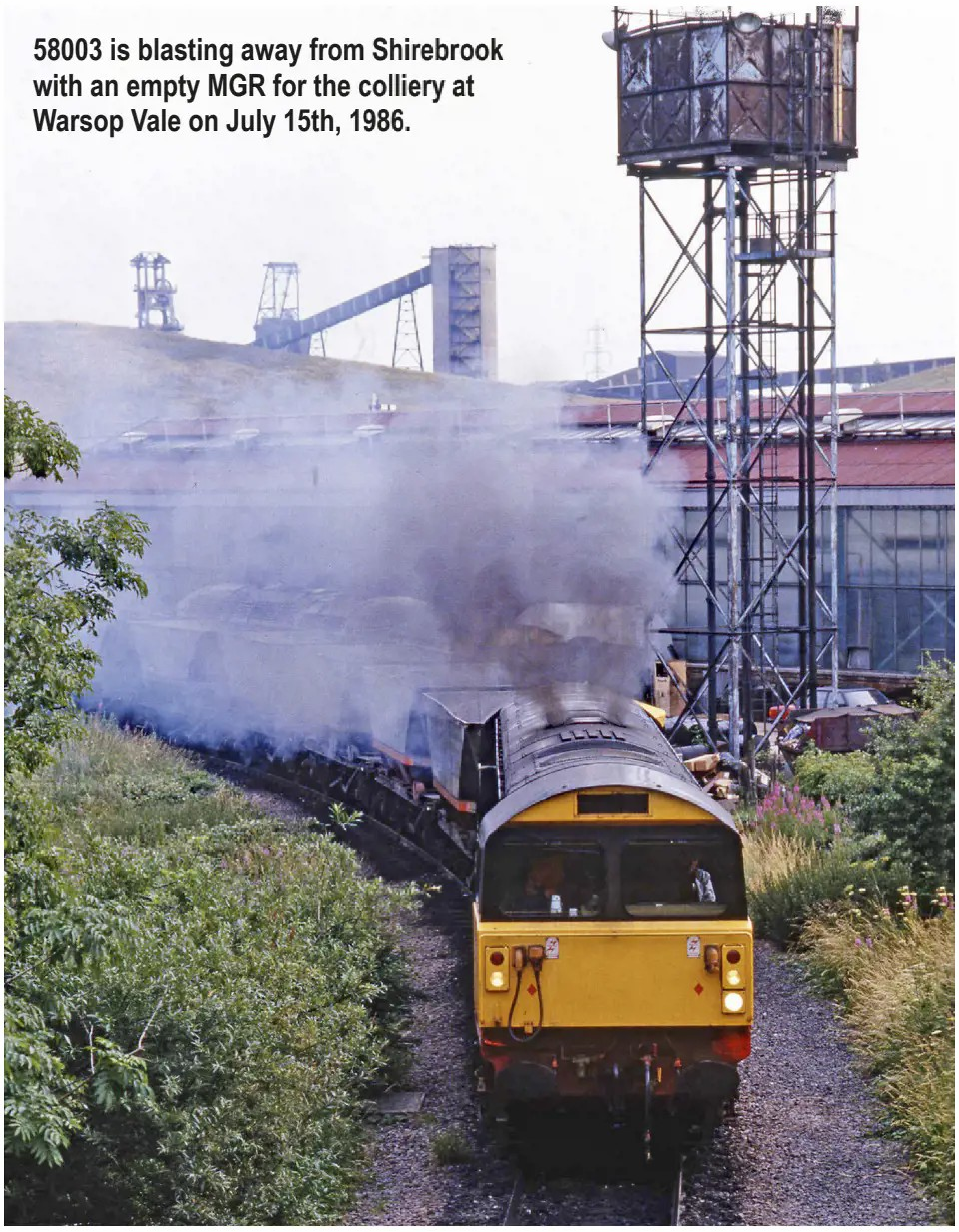
We returned in 1986 with a bit more knowledge of the area and some places to revisit, Shirebrook being one of them. So we found ourselves back there at 16:00 on the 15th of July. This time, we found a vantage point to the south of the depot with a view of the three-arch viaduct and the depot beyond. This turned out to be a busy time with loaded and empty MGR trains running in both directions. This time, these trains were shared between Class 56 and 58 locos. The only other loco class to be seen was Class 20s, 20096 with 20153 being caught heading south with a lengthy Worksop to Toton Speedlink, which included 11 ferry vans in its formation. We then moved to the bridge in Station Road for more loco movements and MGRs. A walk round the corner took us to a bridge over the branch to the colliery at Worsop Vale, where we caught 58003 with an empty MGR. This branch turned off at the south end of the depot. The only non-MGR train seen was a lengthy rake of loaded HTV hopper wagons hauled by 20176 and 20111.

Large logo 56088 has just passed the depot with a southbound loaded MGR on July 15th, 1986.


20030 and 20064 were painted into green livery with red solebars in 1987 and named *River Rother* and *River Sheaf*. The photo was taken from a rail tour that was travelling around the area on April 21st, 1987.

On April 21st, 1987, we had a brief visit to Shirebrook when we travelled on the *Virgin and Clown* railtour from King's Cross, which toured around the local area. We were lucky enough to stop for a while next to the depot and were able to grab a photo of 20030 and 20064, which had recently been repainted into green livery and named *River Rother* and *River Sheaf* at Tinsley Depot.

In 1988, we travelled by road to Teesside on Sunday, July 3rd, and stopped at a few depots on the way. It was a successful journey as we were granted permission to go into Barrow Hill, Shirebrook, Knottingly and Thornaby depots. Shirebrook depot had plenty of locos stabled for the weekend with six Class 20, seven Class 56 and 10 Class 58. This was the last time we visited the area and Shirebrook Depot finally closed in 1996.


58003 is blasting away from Shirebrook with an empty MGR for the colliery at Warsop Vale on July 15th, 1986.

Shirebrook - Tuesday, July 15th, 1986			
16:15	58028	N	Loaded MGR
	56006	N	MGR empties
	58007	S	MGR empties
	56029	S	Loaded MGR
17:30	56090	S	Loaded MGR
18:00	56122	S	Loaded MGR
18:10	20096 + 20153	S	6M70 17:27 Worksop to Toton Speedlink *
	56020	N	Light Engine from depot
	20025 + 20020		in depot
	58007	N	Loaded MGR
	56020 + 56094	S	Loaded MGR from Clipstone direction *
	56024	S	MGR empties
	58003		MGR empties to Worsop Vale
	20176 + 20111	S	Loaded HTVs from Clipstone direction
	56090	N	MGR empties
	56122	N	MGR empties
	58001	S	MGR empties

*** see TRACTION 238 for photo**

Shirebrook Depot - Sunday, July 3rd, 1988 (16:30)
Inside depot building:
56002, 56066, 56084, 58012.
Stabled outside:
20059 + 20094, 20108 + 20215, 20055 + 20169.
56006, 56015, 56079, 56095 “Harworth Colliery’.
58004, 58009, 58010, 58015, 58029, 58030, 58035, 58037, 58045

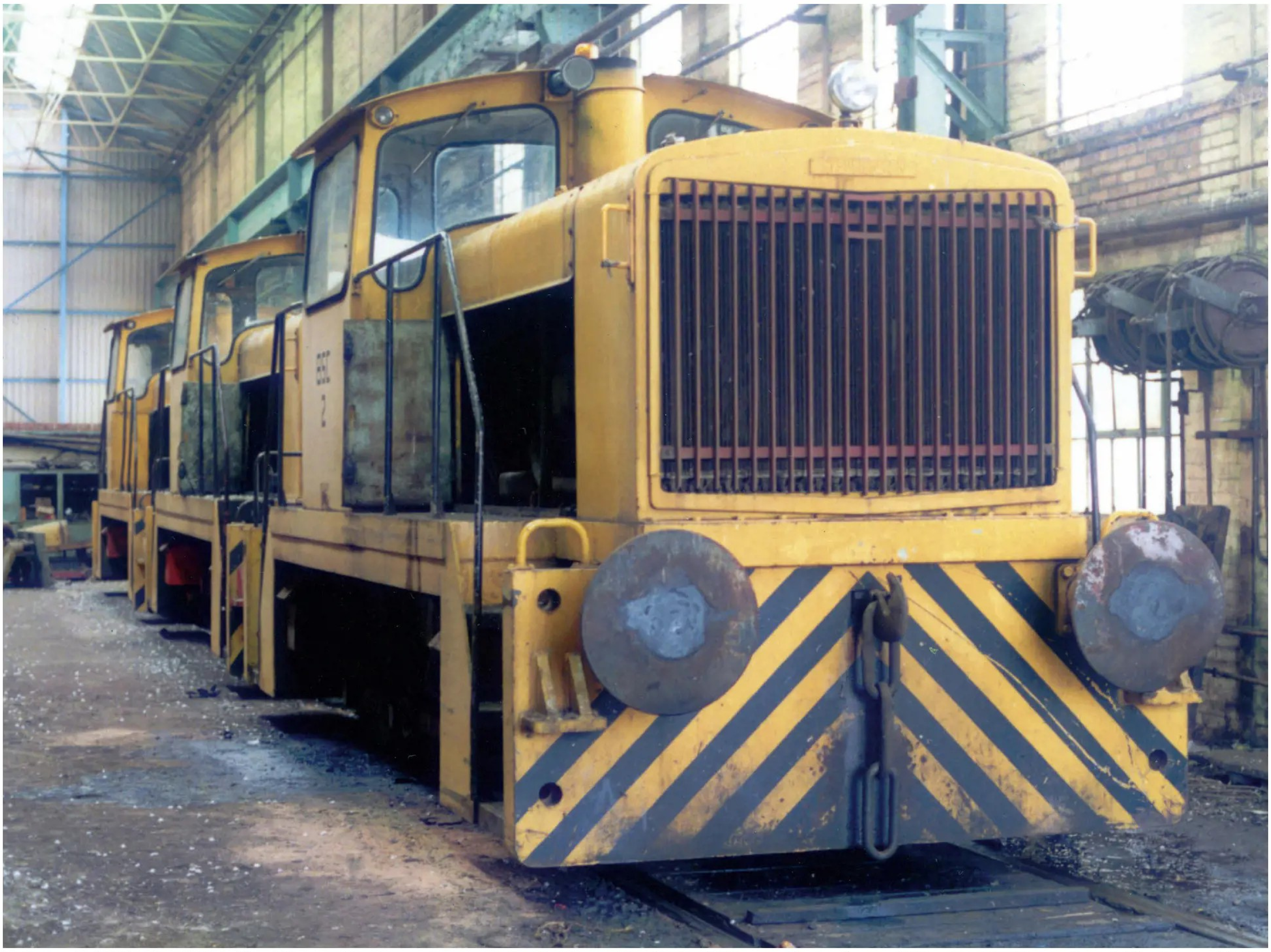
STEELWORKS INDUSTRIALS

After the coal industry, the iron and steel sector has employed the greatest number of industrial locomotives in Britain, ranging from small- and medium-powered examples to some of the behemoths of the industrial world.

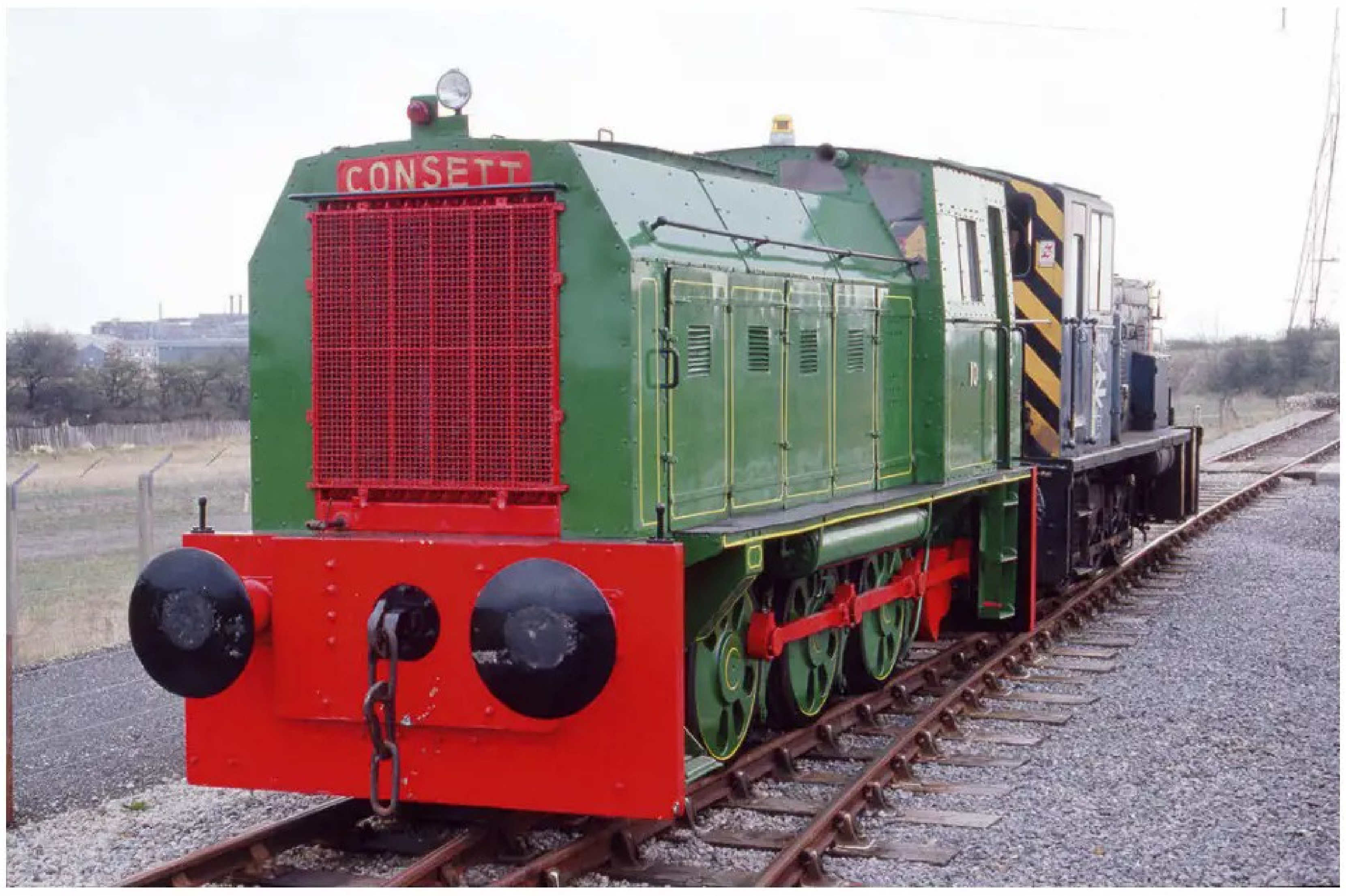
By David Ratcliffe

Although steel production at Shotton ended in 1980, the works on Deeside remained open as an important British Steel Corporation facility for the galvanising and plastic coating of steel sheet. Thenceforth, this arrived by rail from the steelworks at Llanwern and Port Talbot, but rail activity at Shotton was now much reduced and all shunting at the works had been contracted to Marcroft Engineering by 1996. Thomas Hill 0-6-0DH, works number TH261V, built 1976 and rebuilt as YEC L124 in 1996, heads a short internal working conveying steel rolls in need of re-grinding to the maintenance shops at Shotton on April 4th, 1997. DAVID RATCLIFFE

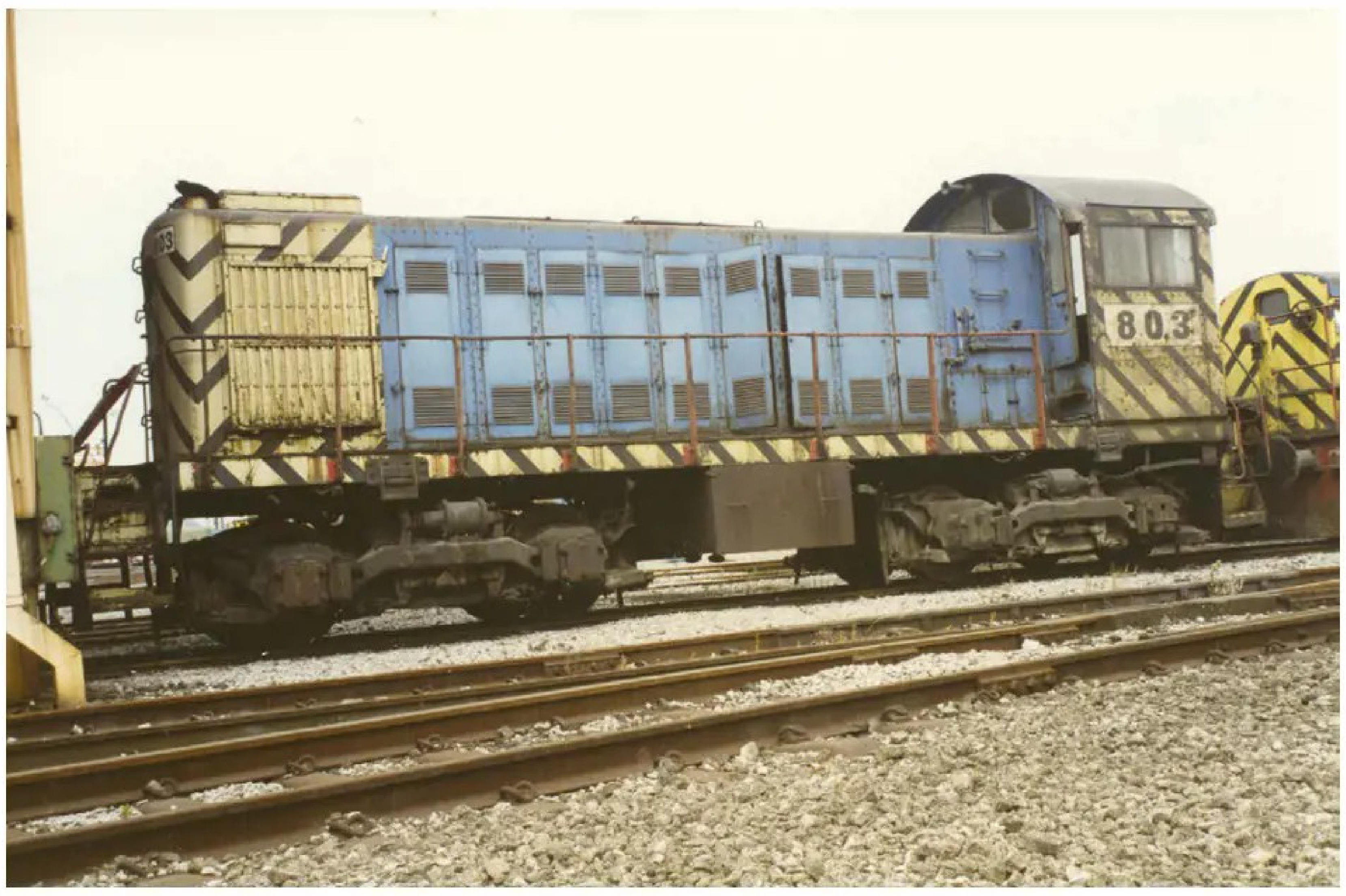
124
YORKSHIRE ENGINE



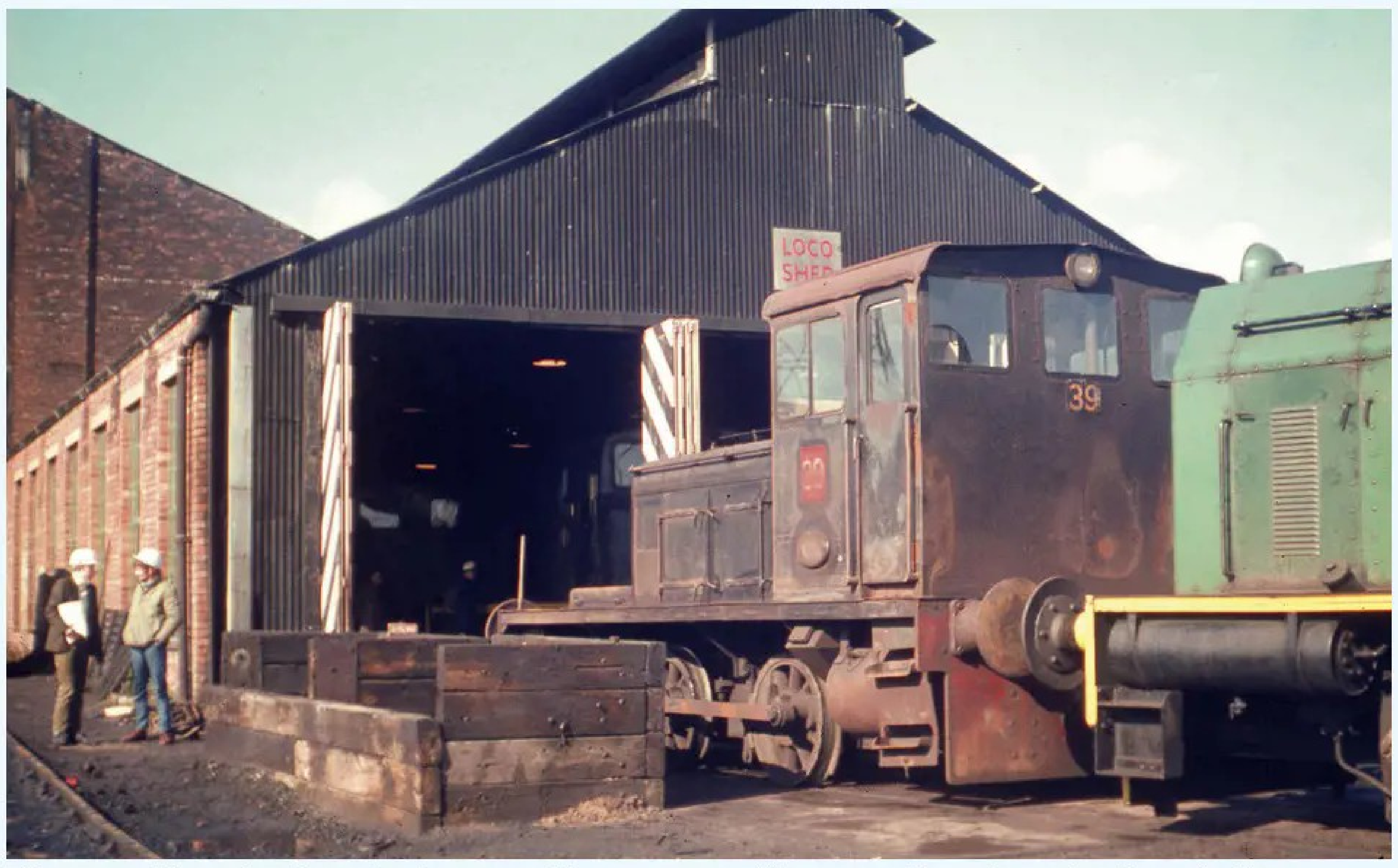
In the early-1970s, the British Steel Corporation began to modernise its locomotive fleet with the purchase of over 40 English Electric-designed 'Stephenson' 0-6-0 diesel hydraulics to work at the steel plants in Corby, Llanwern and Shotton. With a wide-visibility centre cab, many were powered by a 447bhp Paxman engine, making them capable of handling most steelworks duties, but following rationalisation of the industry during the 1980s, many of these modern locomotives were either withdrawn or sold to other industrial concerns. BSC No.2, together with Nos. D32 and D33, all built 1974 to works numbers GECT5395, GECT5388 and GECT5394 respectively, await their fate at Corby in February 1992. Developed in 1963 by W.G. Bagnall Ltd., who by then had become part of the English Electric group, construction of the 'Stephenson' design was continued by GEC Industrial Locomotives Ltd. (the former English Electric locomotive division) following the merger of English Electric and GEC Traction Ltd. in 1968. DAVID RATCLIFFE



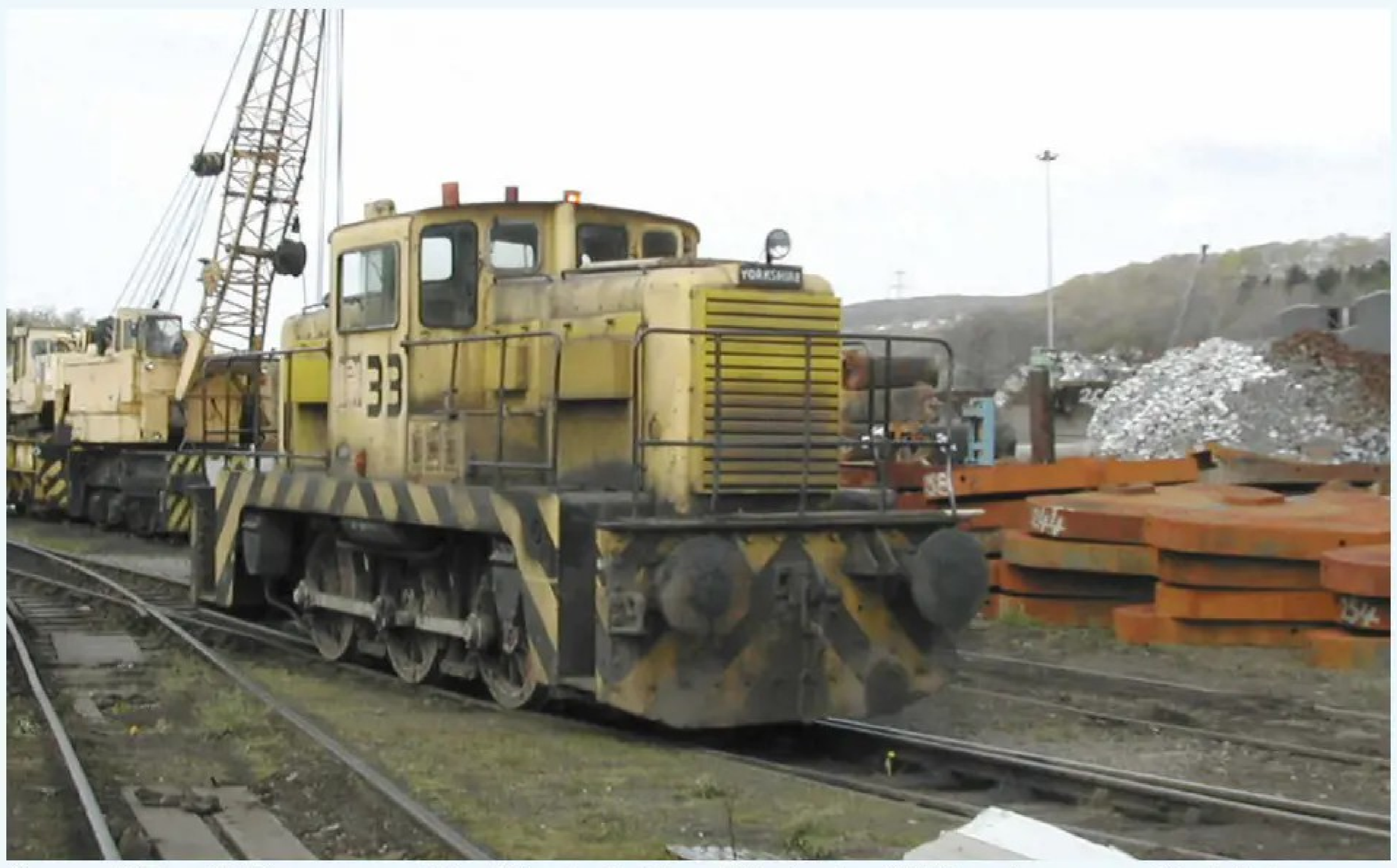
In 1958, the Templetown Locomotive Works of the Consett Iron Co. Ltd. built two 0-6-0 diesel mechanical locomotives to work at the company's steelworks in Co. Durham. As the locomotive superintendent at Consett had previously been with the Hunslet Engine Co. of Leeds, it was no surprise they were similar to an existing Hunslet design, and indeed, both their wheels and power units were purchased from Hunslet, with the other components manufactured at Consett. Both machines remained at Consett steelworks until its closure in 1980, after which the second of the pair, No. 10, was moved to the Monkswearmouth Station Museum. Later transferred to the North Tyneside Steam Railway at Middle Engine Lane, it was recorded there following restoration in March 1990. DAVID RATCLIFFE



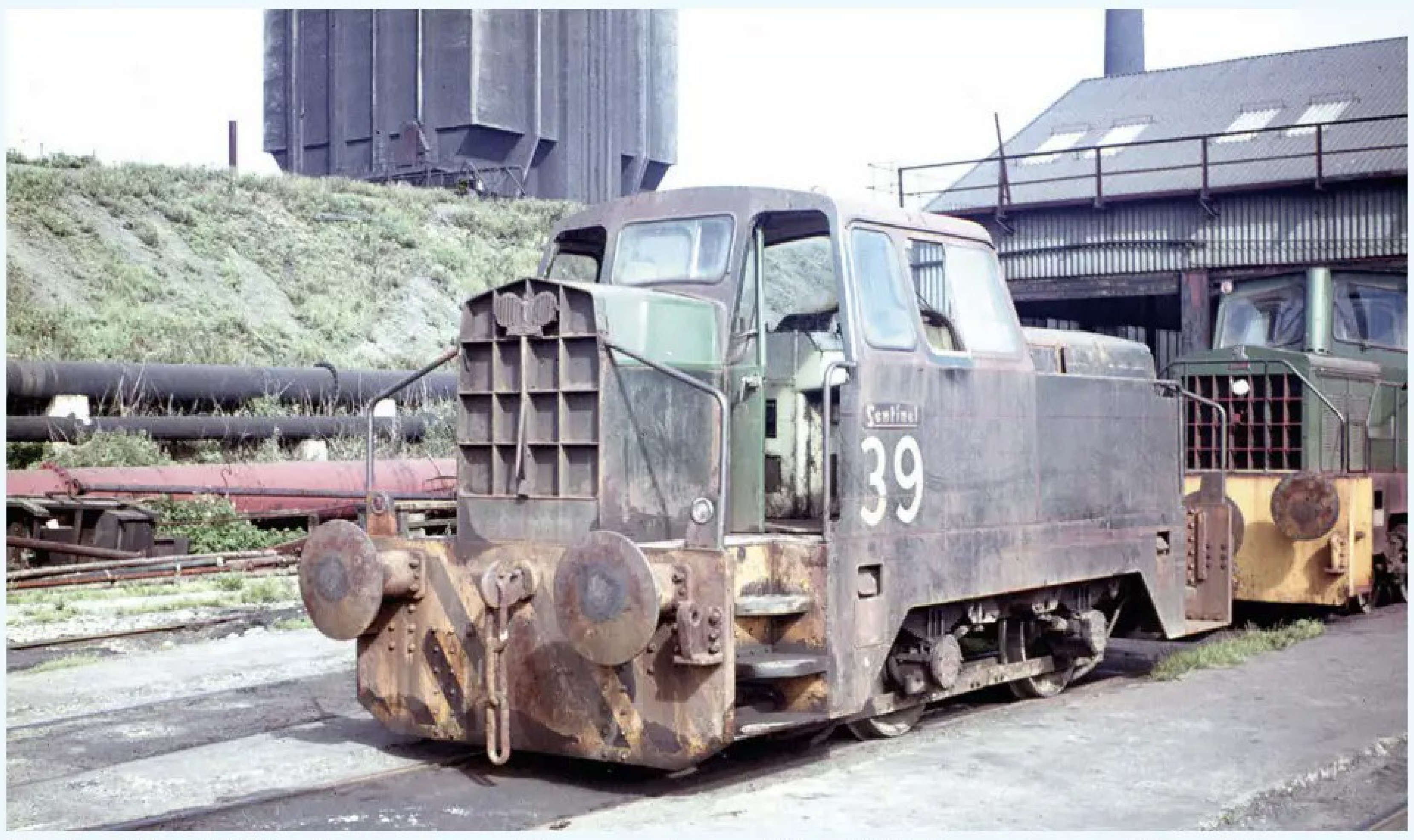
The requirement to move very heavy loads, such as torpedo wagons loaded with molten iron and hot ingot carriers, meant that major steelworks were home to some of the leviathans of the industrial world and they didn't come much larger than the five 90-ton 660bhp Bo-Bo diesel-electrics purchased by the Steel Company of Wales from the American Locomotive Co. of Schenectady, NY in 1950. The Alcos, which were built as standard S1 'switchers' and as such exceeded the British loading gauge by more than a foot in both height and width, remained in service at Port Talbot until 1983. SCOW No. 803, works number AL77777, is pictured in store at the steelworks on July 1st, 1994. HYWEL THOMAS



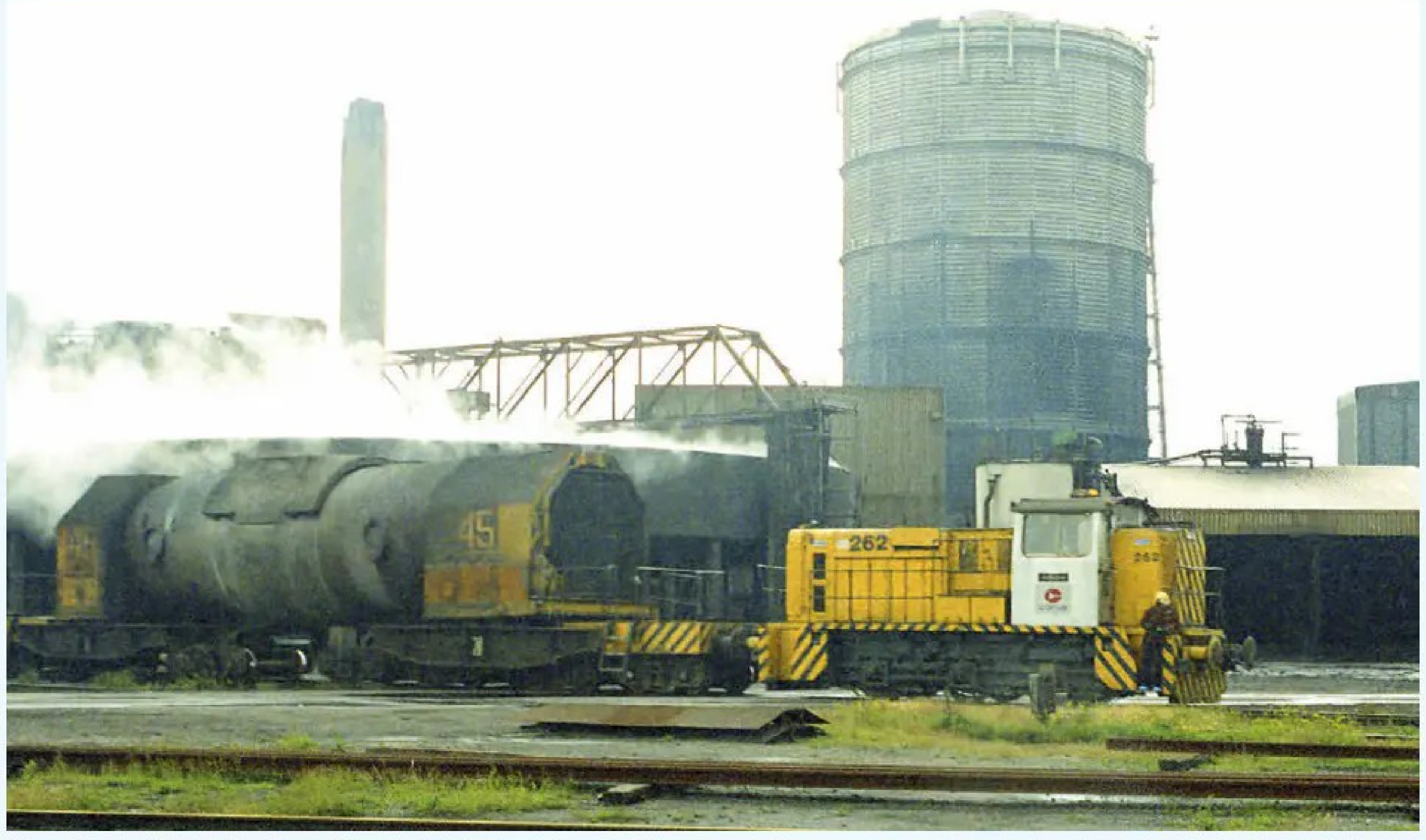
The smaller steelworks locomotives were often used on less taxing duties, such as shunting the general engineering shops or the on-site wagon repair sidings. Until steel making at the former John Summers & Son's Shotton Works ceased in 1980, it had employed an eclectic fleet of standard gauge industrials, including three 102bhp 0-4-0 diesel mechanicals purchased new from Hudswell Clarke in 1952. The last of the Shotton trio, No. 39, works number HC D764, stands outside the locomotive shed during an enthusiasts' visit to the works in March 1970. DAVID RATCLIFFE



Samuel Fox & Co. opened its Stocksbridge Works in 1842, subsequently joining with Steel Peech & Tozer of Rotherham in 1918 to form The United Steel Co. Ltd. In 1945, the United Steel Co. absorbed the Yorkshire Engine Co. of Meadowhall, Sheffield, and thereafter the dominant motive power at the numerous USC works around Britain were Yorkshire locomotives. By the end of the century, the works at Stocksbridge, now owned by Corus Engineering Steels, was home to seven of the well-known 'Janus' 400bhp 0-6-0 diesel electrics, including No. 33, works number YE2740, built 1959 and recorded at the works in April 2004. DAVID MONK-STEEL

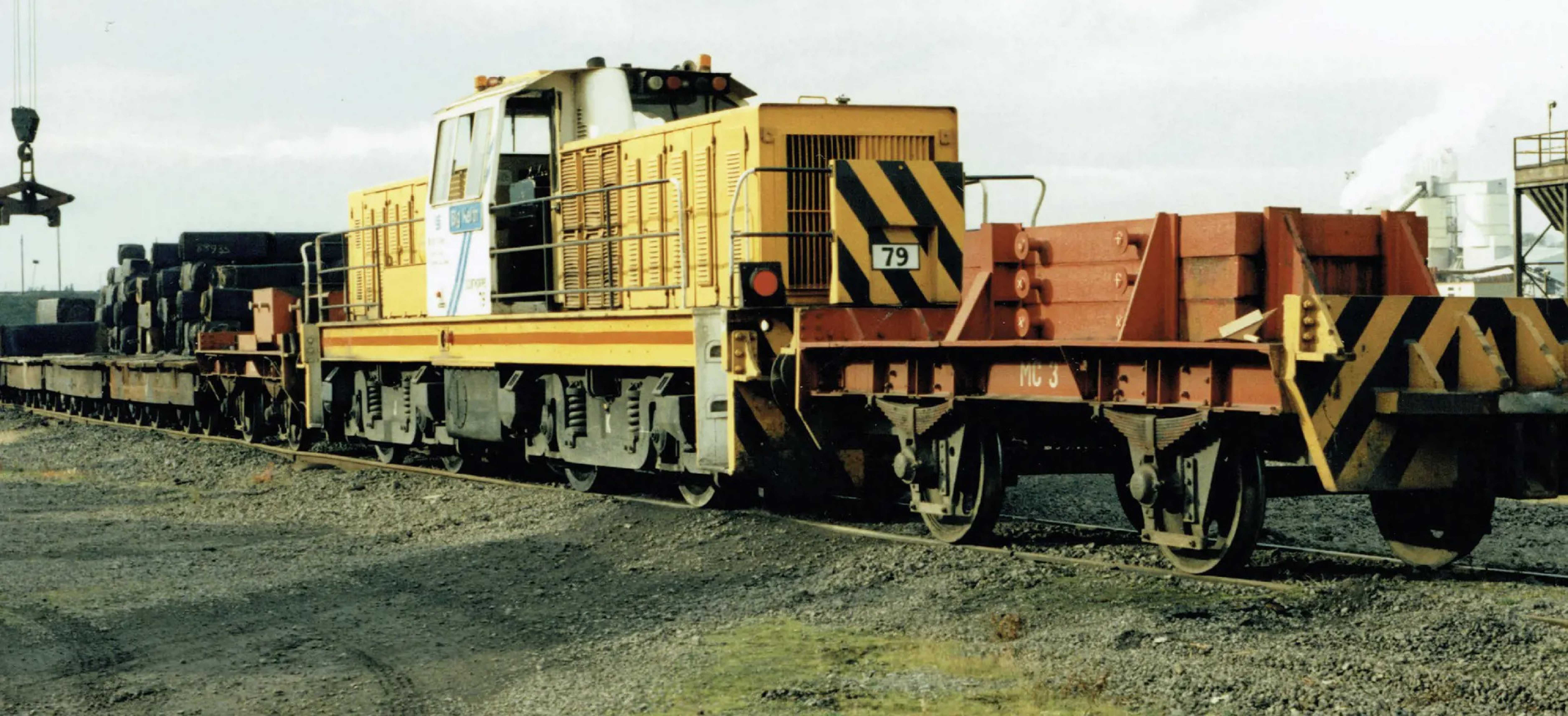


During the 1960s, the various Dorman Long (Steel) Ltd. works on Teesside were home to the largest concentration of four-wheeled Sentinel diesels in the country; amongst them Rolls Royce-engined 4wDH chain-driven 230bhp diesel hydraulic No. 39, works number S10039, which is pictured outside the Cleveland Works running shed in April 1971. Purchased new in 1960, No. 39 would be one of seven of the company's 4wDH Sentinels to be scrapped by Dorman Long's successors, the British Steel Corporation, in May 1976. DAVID RATCLIFFE



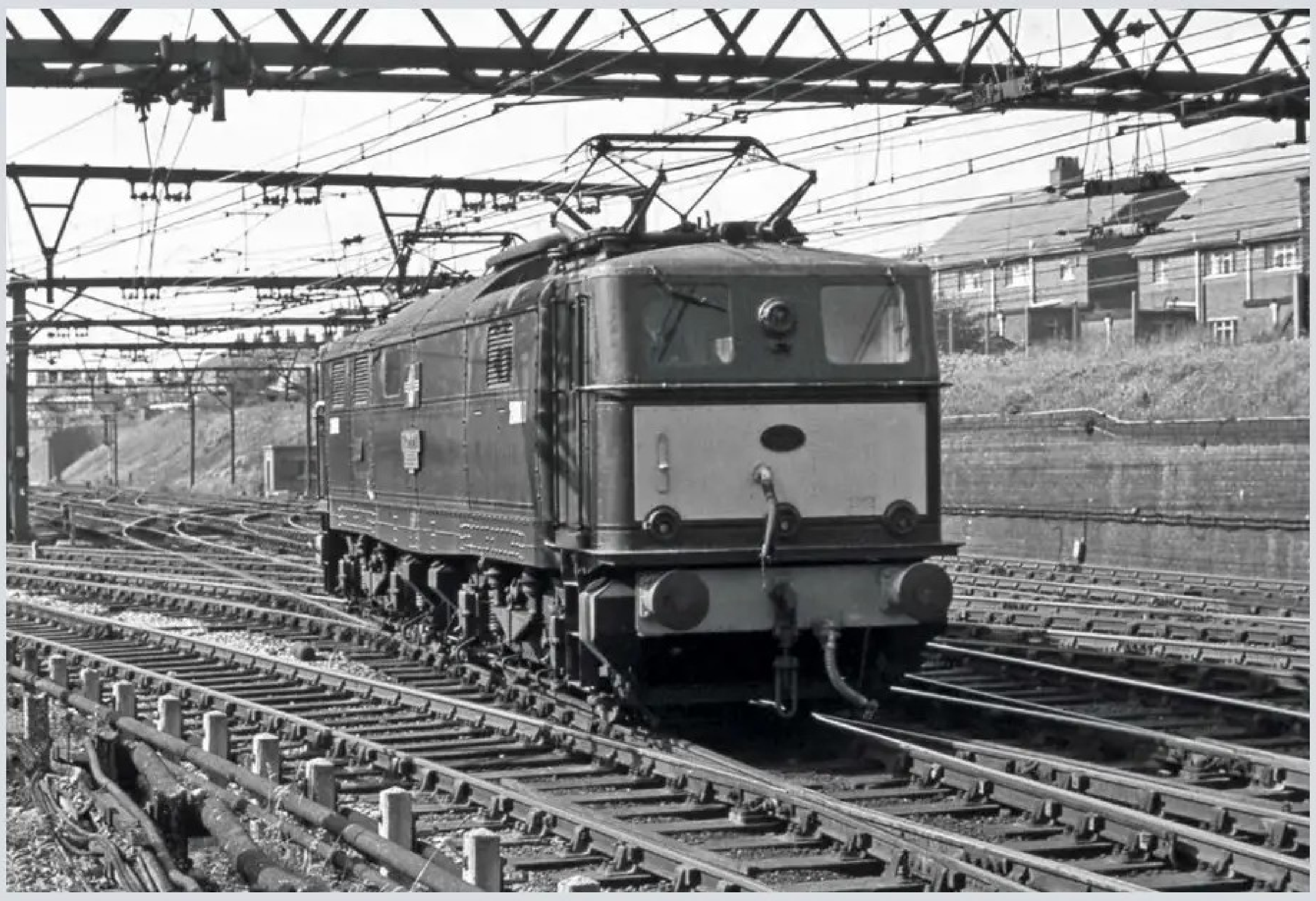
During the 1970s, the British Steel Corporation purchased a fleet of 25 750bhp 6wDE locomotives to work the hot metal trains between the blast furnaces at Redcar and the steel plant and rolling mills at Lackenby, as well as shunt the Cleveland Iron Works and Pig Casting Plant. Many were later fitted with auto-couplers and modified for remote control, including No. 262. Named Loftus No. 262, works number GECT5431, built 1977, was recorded in Corus livery at Redcar in June 2004. DAVID RATCLIFFE

Between 1972 and 1977, the Hunslet Engine Co. built 11 1,124bhp Bo-Bo diesel-electrics to handle traffic at the Appleby-Frodingham and Normanby Park works in Scunthorpe. Weighing 90 tons, the Bo-Bos measured an impressive 41ft 2in over buffers and at the time were the most powerful industrials in Britain, being powered by Rolls Royce DV8 engines. They were designed to haul British Steel's giant 550 tonnes gross, 300 tonnes capacity, liquid metal torpedo wagons used to convey molten iron from the blast furnaces to the new Basic Oxygen plant, as well as handle the heavy steel ingot traffic generated by the new Anchor Works. In 1990, all would be fitted with remote control equipment and two new Perkins CV12s engines, while the tremendous heat generated by the 'stripped' ingots required the locomotives to operate with a buffer/spacer vehicle coupled at each end. No. 79 named Big Keith, works number HE7290 of 1973, is pictured shunting the ingot stockyard at Scunthorpe in summer 1994. DAVID MONK-STEEL

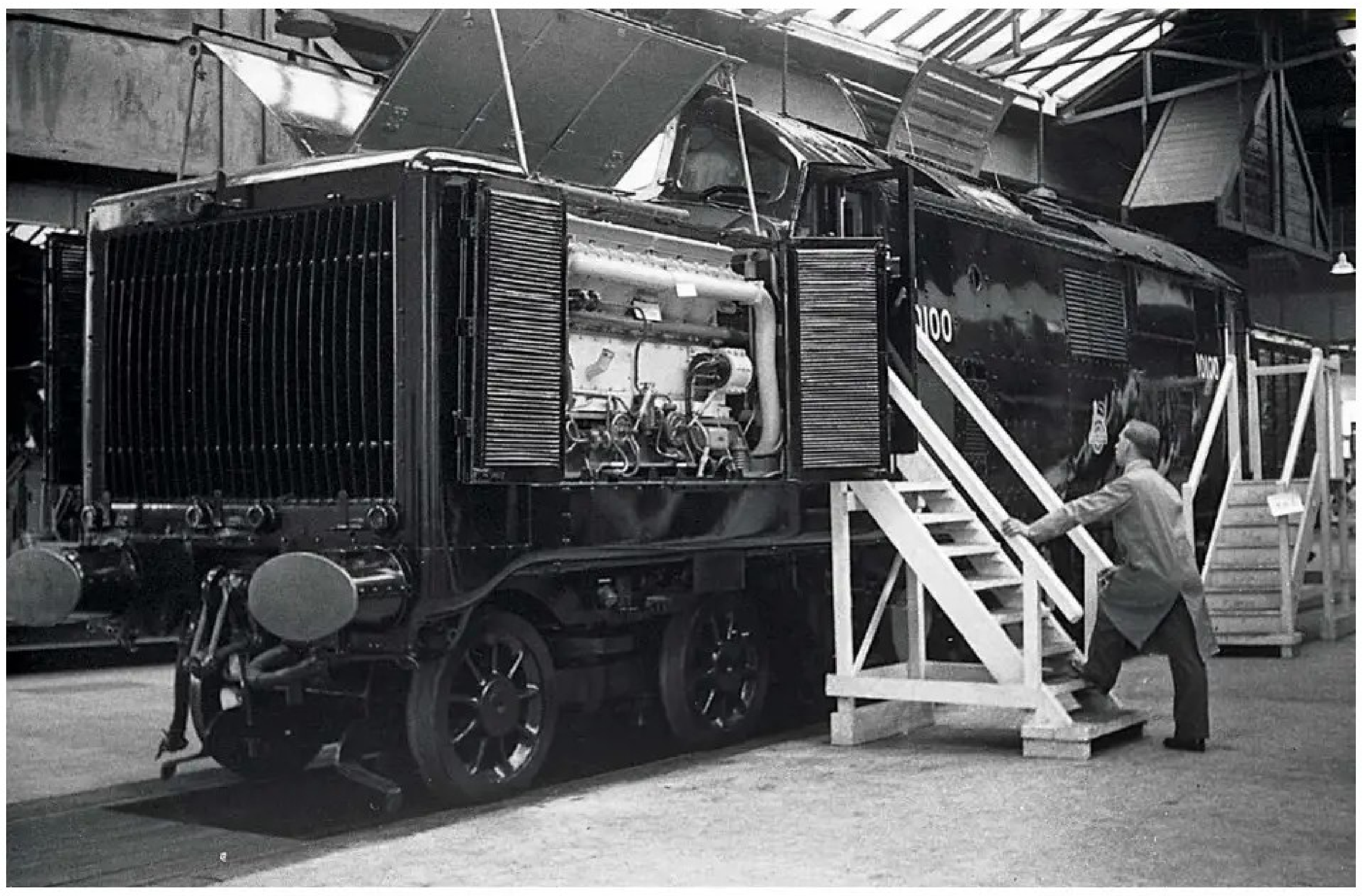


EARLY DOORS FOR MODERN TRACTION

By J Crosse



They may be thought of as a British Railways design, but the Class 76 locomotives for the Manchester to Sheffield trans-Pennine route had their origins firmly in LNER times, with the first of the type being built in 1940 and emerging as No. 6701. The route was to be energised at 1500 volts DC. Design work started in 1937, with orders placed for 70 of the type in 1939, just before the outbreak of World War Two. This ensured that only the first of the class was completed at that time and, with the electrification project on hold, having run some trials, it was put into store until 1947, although it received the number 6000 in 1946. With still no 'go-live' date in sight, it was then loaned to the Dutch railways until 1952. While working in The Netherlands it was frequently referred to as *Tommy* and that name was officially bestowed on it on June 30th, 1952, at Liverpool Street station. It is seen in the early-1970s at Guide Bridge, by which time it had acquired the obligatory yellow panel. COLOUR-RAIL.COM

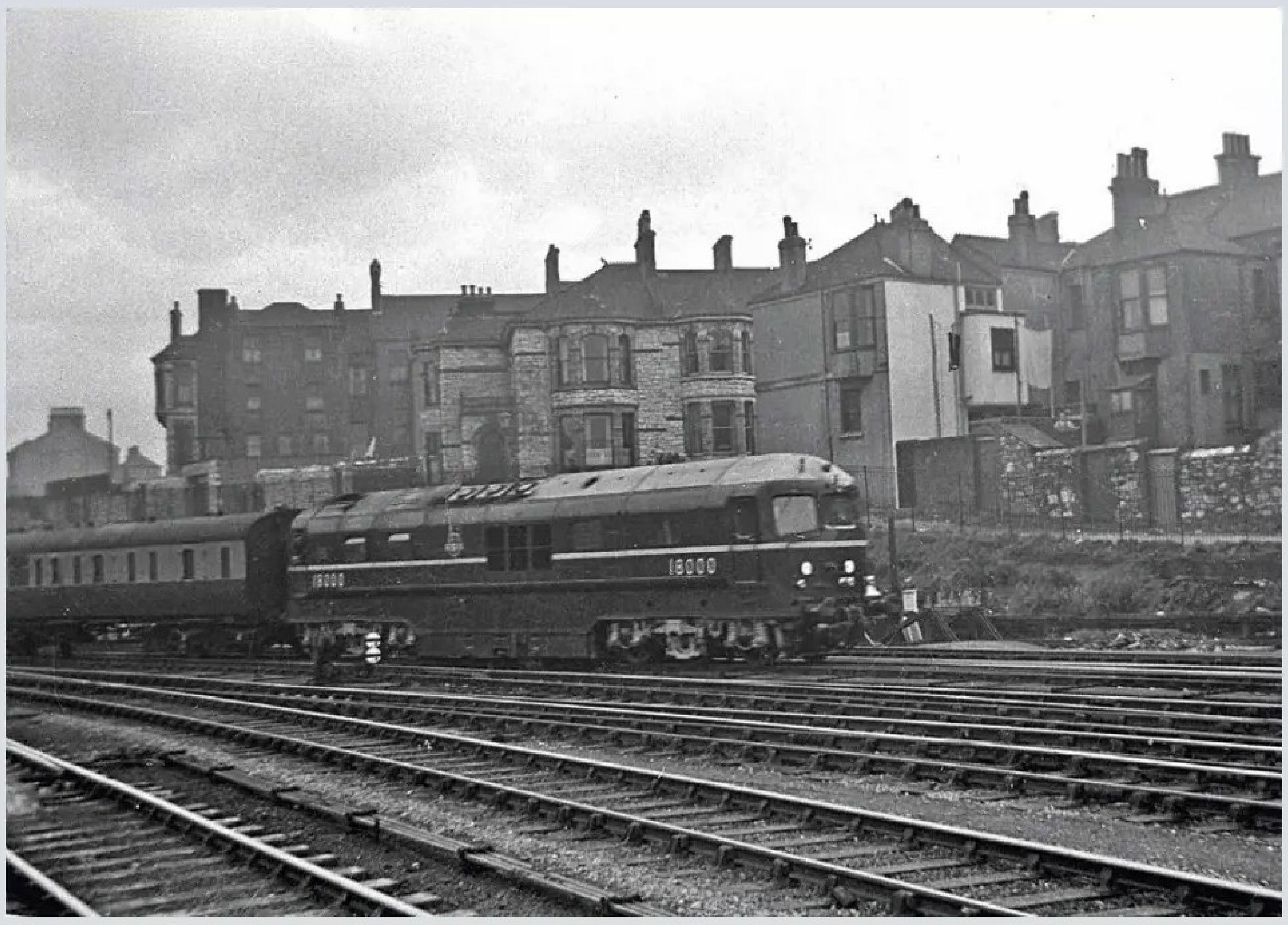


British Railways 10100 might have won the prize for the worst-looking modern traction design, as it appeared to be a series of boxes joined together. Some might even have suspected that a steam engine lay beneath the bodywork, as the driving wheels were connected by conventional coupling rods and its wheel arrangement was given as 4-8-4. Its origins lay with LMS chief mechanical engineer H. G. Ivatt, who collaborated with F. R. Fell on the design and the loco was commonly called the Fell diesel. Although conceived in LMS times, it was not delivered until 1950. It had four Paxman 500hp diesel engines, which connected to a gearbox via a hydraulic drive. It appears to have worked only on the London Midland Region based at Derby, and it was withdrawn in 1958 and cut up in 1960. Most photographs depict it in store at Derby, but here we see it at an exhibition held at Willesden in 1954. R BROUGHTON/ COLOUR-RAIL.COM

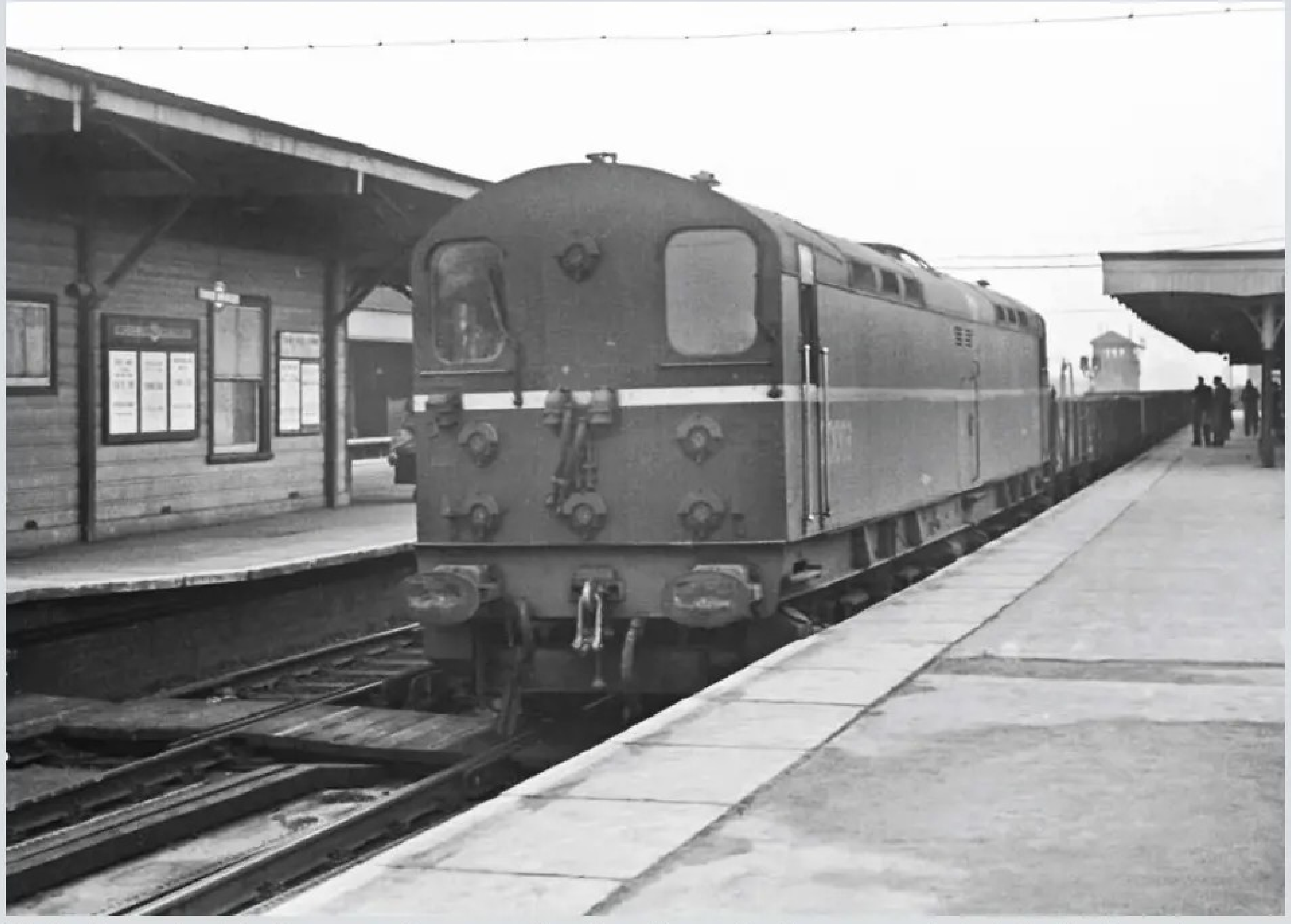
The big four railway companies all had thoughts about what might replace steam traction on passenger and freight duties, in addition to shunting operations, where all seemed to have reached the same conclusion there by trialling and building 350hp machines. Alone amongst the Big Four, the Great Western continued to churn out vast numbers of steam shunting types despite its interest in the diesel variety, and the cash-strapped LNER had further examples of the ancient-designed J72 0-6-0 tanks delivered. Only the LMS was actively adding to its shunter fleet after the War, but it has to be kept in mind that supplies of oil had to be imported at that time and purchased with non-existent foreign exchange due to the plight of the nation's finances, whereas coal was abundant in the country.

However, it was also appreciated that developing new designs would take time and should be based on informed decisions and the only way to do that was to conduct trials, so here we look at what might have been if the Big Four had been left to their own devices. As we shall see, the ever-'different' GWR favoured gas turbines, while the LMS produced heavyweight diesels akin to American practice. The Southern played it both ways as it needed locos for both its electrified and non-electrified lines. The LNER was cash-strapped but was known to favour electrification and had some somewhat ancient machines waiting in the wings. There were also a couple of 'wild card' entries to consider.

Left: The North Eastern Railway had decided to electrify the line from Shildon to Newport near Middlesbrough as early as 1913 and ordered 10 locomotives for the job, the electrification being at 1500v DC. These were delivered between 1914 and 1919, being allocated numbers 3-12. All were out of use by 1935 as the demand for their services never materialised and they were put into store. Ideas to employ them on the then planned Manchester to Wath line came to nought and, while one of their number did find use as a departmental at Ilford and was numbered 100, the others, by now numbered in the 265XX series, were condemned in 1950 and sent for cutting up at Wanty & Co. of Catcliffe near Rotherham, which is where 26505 was captured on film awaiting its fate. P HUGHES/ COLOUR-RAIL. COMHUGHES/ COLOUR-RAIL.COM

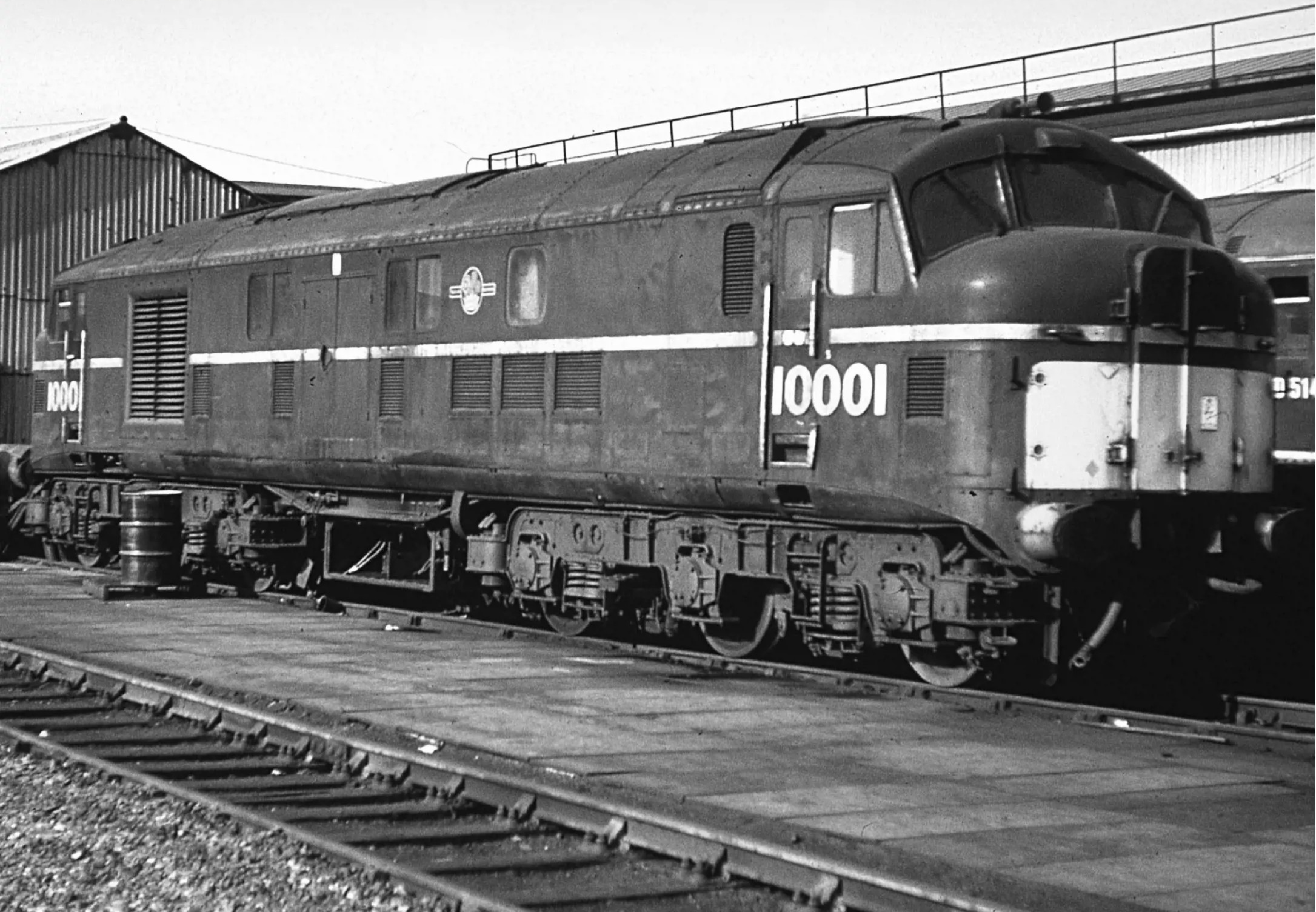


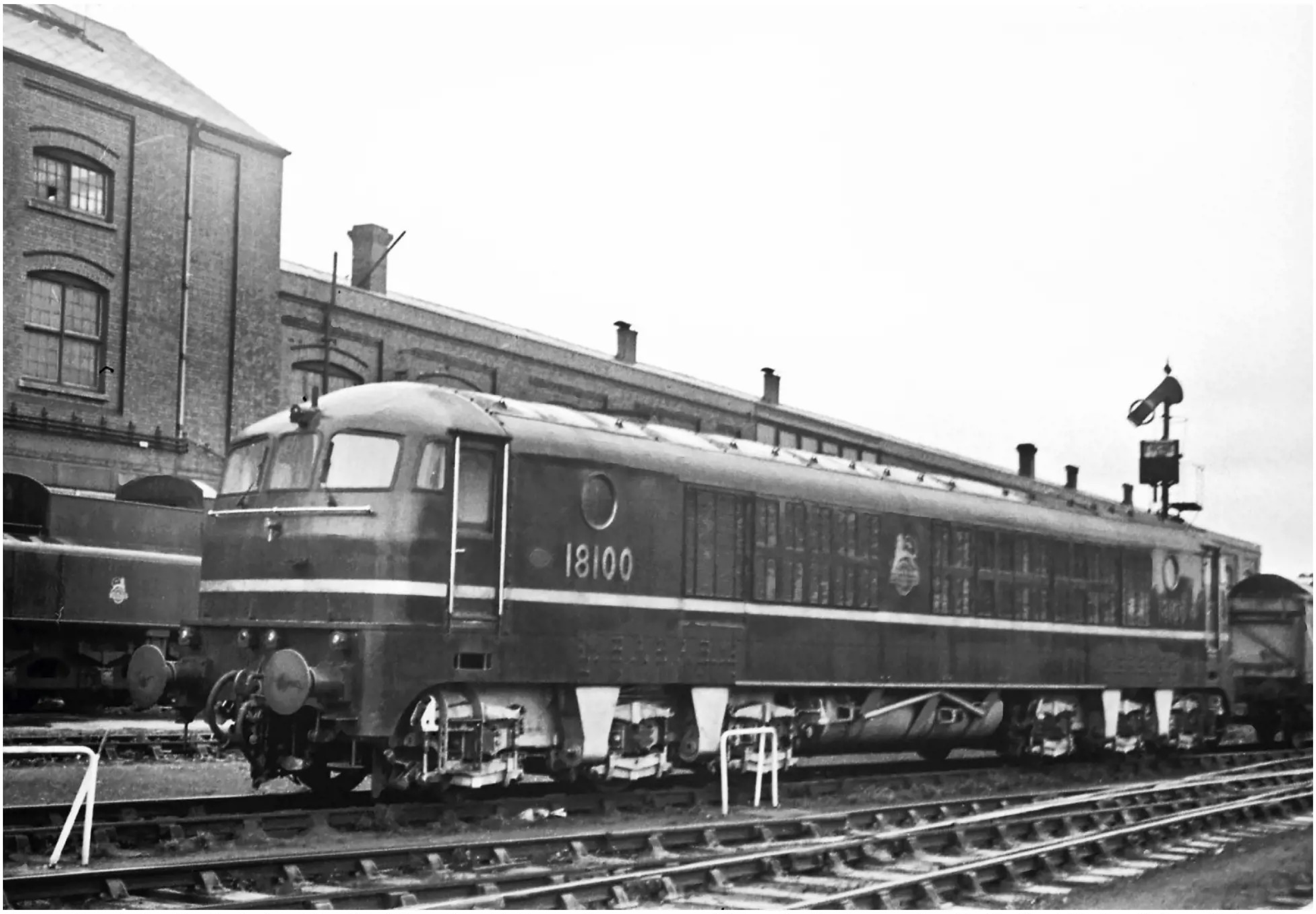
Like 18100, the order for a second gas turbine loco numbered 18000 was placed in 1946 with Brown, Boveri & Cie. Built in Switzerland, it arrived in this country in early-1950, reaching Swindon on February 5th. It was nominally a little less powerful than 18100, being rated at 2500hp. While it proved troublesome in service, with indeed many photographs showing it awaiting attention at Swindon, it did survive in traffic until April 1960 when it was stored before being condemned at the year end. It was allocated to Old Oak Common throughout and was normally to be found working between London and Bristol. However, in this picture, we see it at Plymouth in 1952 when the Western Region was trialling both 18000 and 18100 over the arduous South Devon banks. M DART/ COLOUR-RAIL.COM



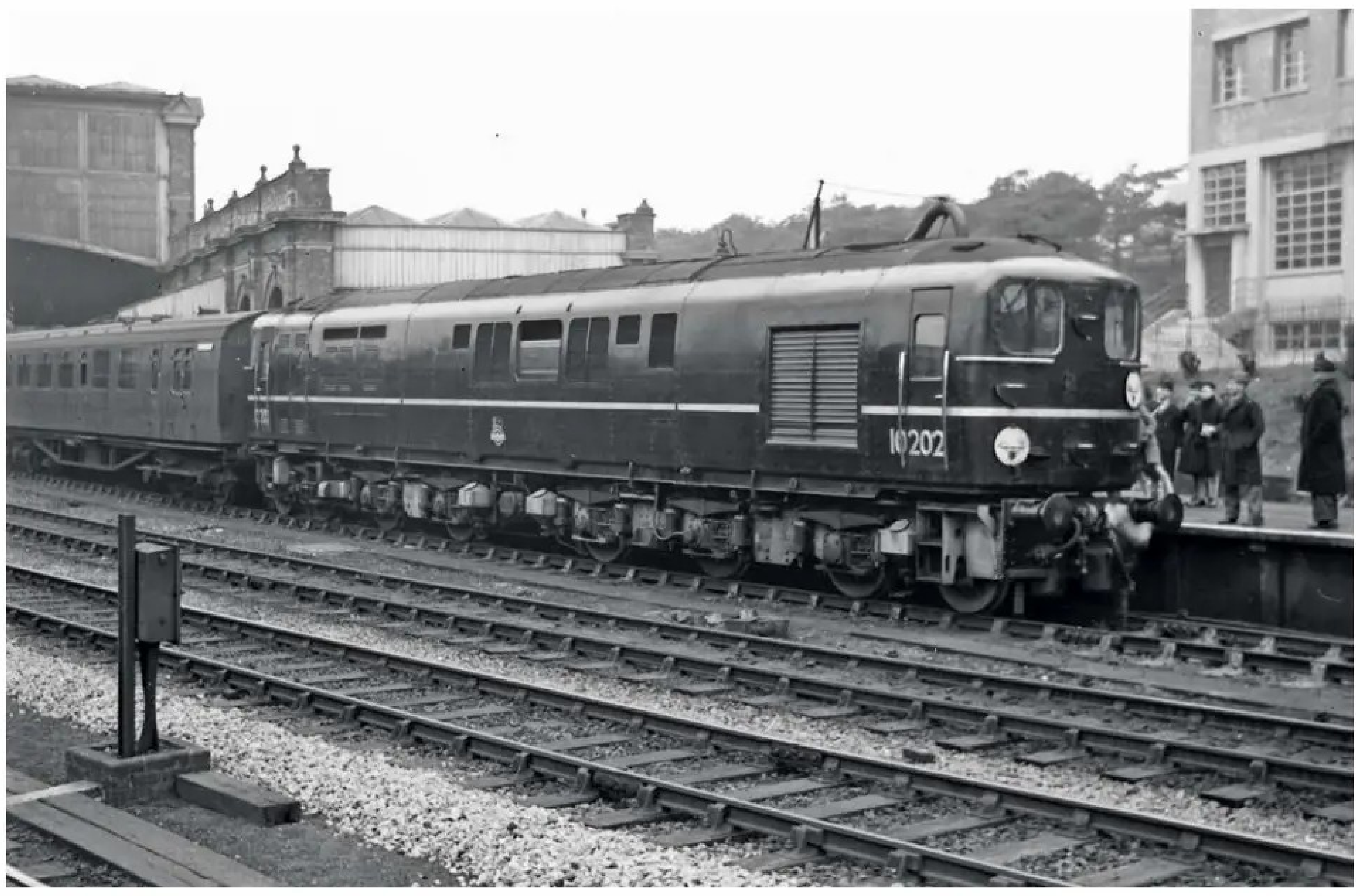
Main line electric locomotives on the Southern Railway predated their diesel counter parts by a number of years. World War Two disrupted their building and, although the first loco started to be built in 1941, it was not until 1945 that they entered traffic, numbered CC1 and CC2. They were built at Ashford and allocated to Brighton shed. Each was rated at 1470hp, which was sufficient for each to work heavy front-line passenger duties unassisted. Under BR, they became 20001/2 and were joined by a third class member in 1948, this being built at Brighton works. This last-mentioned machine had several design changes, even to the extent of having a different front end profile. Other depots to host the three were Norwood Junction, Stewarts Lane and Durnsford Road. All three were withdrawn in 1968. 20003 paces through Three Bridges in February 1952. T OWEN/ COLOUR-RAIL.

Possibly the most useful of all the early main line diesel types were the ‘LMS Twins’ as they became known, 10000 and 10001, which clearly influenced the design of both the English Electric and Derby ‘Peak’ Type 4s in later years. LMS chief mechanical engineer H. G. Ivatt was responsible for most of the design work in collaboration with English Electric, and each loco was rated at 1600hp. 10000 was the only main line diesel locomotive completed by the Big Four, as it was rushed out of Derby Works in December 1947 in LMS livery and was displayed at Euston station on the 18th of that month. Ivatt resisted instructions from British Railways to remove the LMS branding and it only disappeared after his retirement in 1951. 10001 did not come out until June 1948. The pair eventually worked on both the London Midland and Southern Regions. Both locos were stopped in 1963, but then parts from 10000 were transferred to 10001, allowing it to operate until 1966, by which time it had acquired yellow warning panels. The engine is seen at the end of its days at Derby in 1966. COLOUR-RAIL.COM

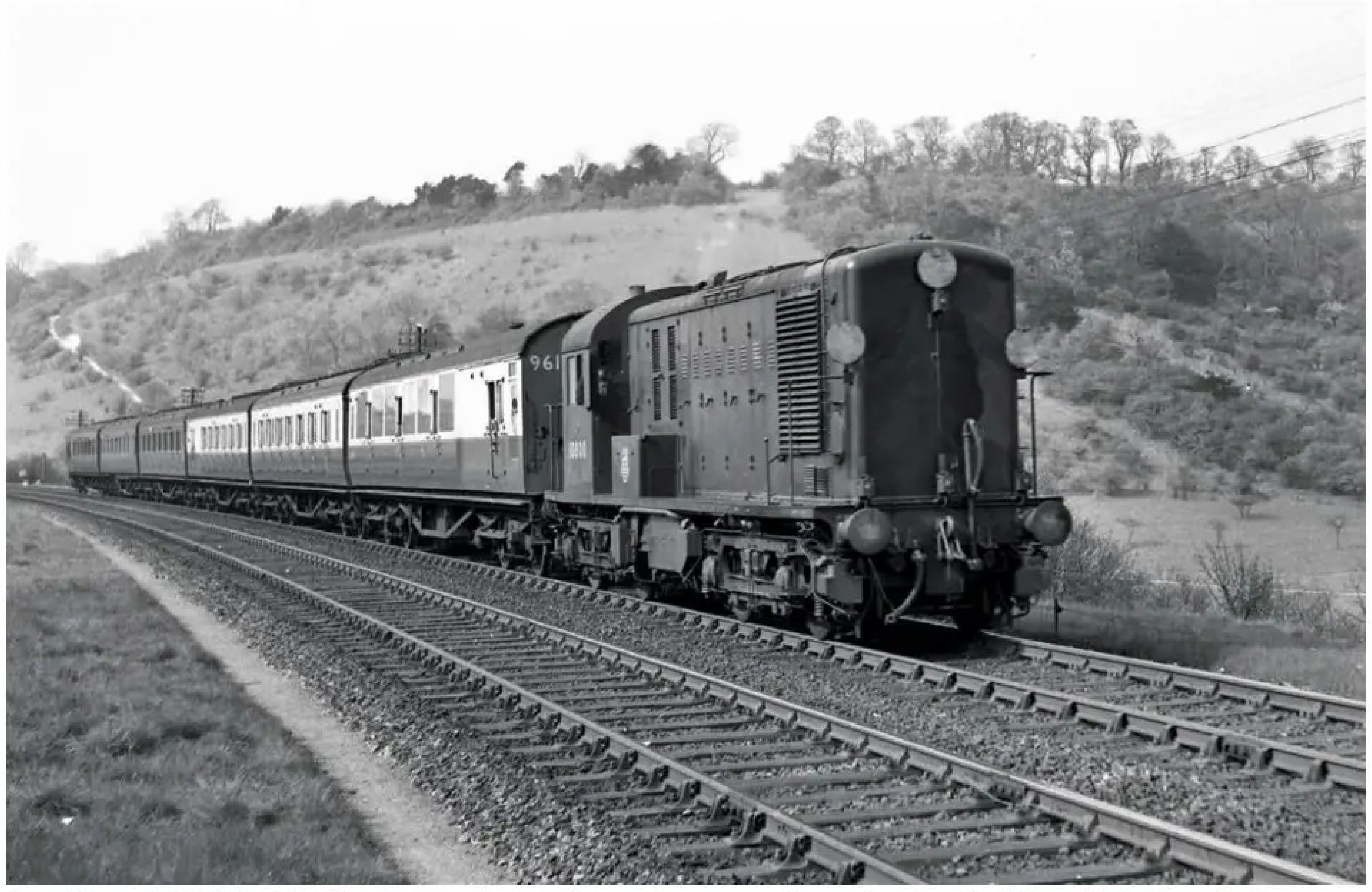




Apparently, enjoying the shortest working life of the various trial locomotives was one of the gas turbine types ordered by the Great Western Railway, that being 18100. With Metropolitan Vickers receiving the order in 1946, construction did not even start under the auspices of the GWR, being commenced in 1950 and arriving at Swindon in December 1951. Rated at 3000hp, it was considerably more powerful than any of its diesel or electric competitors. It was allocated to Old Oak Common in January 1952 but returned to the manufacturers at the end of 1953 for repairs, which never took place and it remained stored until 1958. It then became much better known to enthusiasts in the early 1960s, as it was converted for use as a training machine for the West Coast electrification, emerging as E1000 and then becoming E2001. It was finally cut up in early-1973. Its work already complete, it would seem it has here arrived at Swindon works in November of 1953. T OWEN/ COLOUR-RAIL.COM



If one Chief Mechanical Engineer was going to come up with something ‘a bit different’, it could be good to bet on O. V. S. Bulleid for the Southern Railway. Like the LMS, the Southern placed an order for two locomotives that did not emerge until BR times in 1950. It was really the shape of the locos that set them apart, as hidden away were English Electric engines rated at 1750hp. 10201/2 were built at Ashford works, with the first emerging in December 1950. It was soon whisked away to Derby for trials, but was based on the Southern from 1952 until 1955 before being permanently allocated to the LMR until withdrawal in 1963. They were originally geared for 110mph running. 10202 arrived almost 12 months after 10201, but thereafter the pair followed the same career path. 10203 was built at Brighton and was rated at 2000hp, going into service in 1954, only working on the Southern for just over one year before moving with the other two to the LMR. 10202 is seen at Bournemouth in February 1952, less than three months after entering service. R BROUGHTON/ COLOUR-RAIL.COM



Another LMS initiative was to order a locomotive that might suit branch line and transfer freight duties, and this was done in 1946 when the North British Locomotive Company was asked to design and build a Bo-Bo engine thar was initially rated at 827hp. Production was slow and the loco was not delivered until 1950 and carried the number 10800. Although it had arrived in July, it was November before it was allocated to Willesden. Its stay on the Midland was brief, as in 1952 it was allocated to Norwood Junction and spent over two years on the Southern before returning north of the Thames at Plaistow and thence to Rugby. However, it was condemned less than 10 years after delivery for conversion into another test machine, Hawk. With that project appearing to be unsuccessful, it was broken up in 1972. Its most active time seems to have been while on the Southern, where it is seen at Upper Warlingham in 1953 at the head of a Victoria to Brighton and Eastbourne service.
N SPRINKS/ COLOUR-RAIL.COM

BIG 9F

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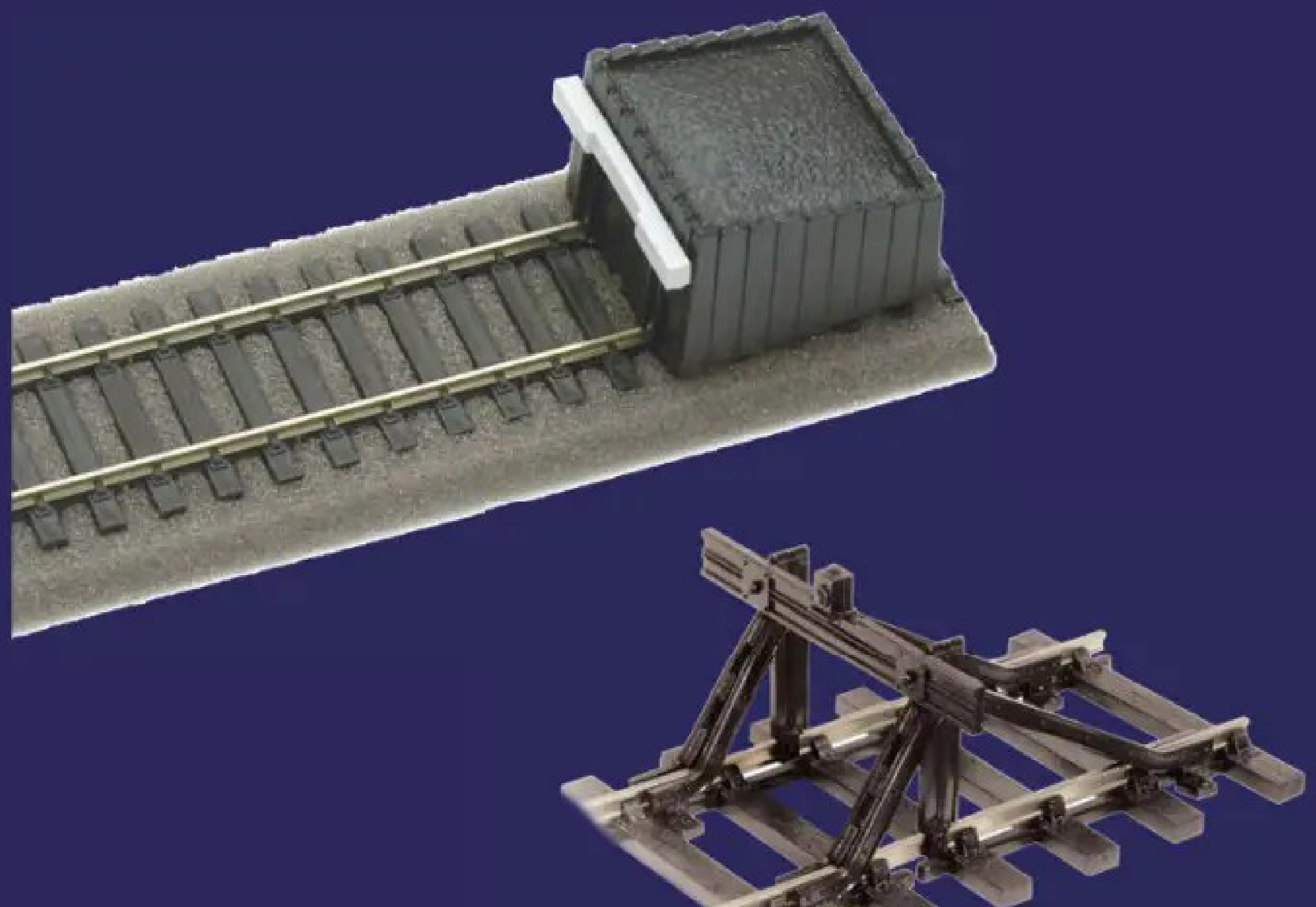

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CREATIVE FREEDOM

Originally built to run his Heljan Manning Wardle, Ian Arkley's new layout took on a life of its own, perfectly demonstrating that a limit on space doesn't mean cutting back on the detail.

Words & Photography: Ian Arkley

In the evening, *Britomart* emerges from the foliage that covers the tunnel mouth to pass under Chapel Street. The row of shops/houses are kit-bashed and scratch-built. The ghost sign is hand-painted.

FACTFILE

LAYOUT NAME: Lynnbach
SCALE/GAUGE: 4mm:1ft scale/9mm gauge/009
SIZE: 125cm x 71cm
ERA/REGION: Flexible/fictitious
LAYOUT TYPE: Continuous run

the RAILWAY INN
HOTEL

ABOVE: Bachmann's Quarry Hunslet *Britomart* can be seen again approaching from the other direction. Above the railway, the lower end of Chapel Street boasts the popular Railway Inn.

MIDDLE RIGHT: Bachmann's Baldwin 10-12-D in Welsh Highland Railway livery pulls into Lynnbach station with a small passenger train. The station building is a 3D print by Narrow Minded Railworks.

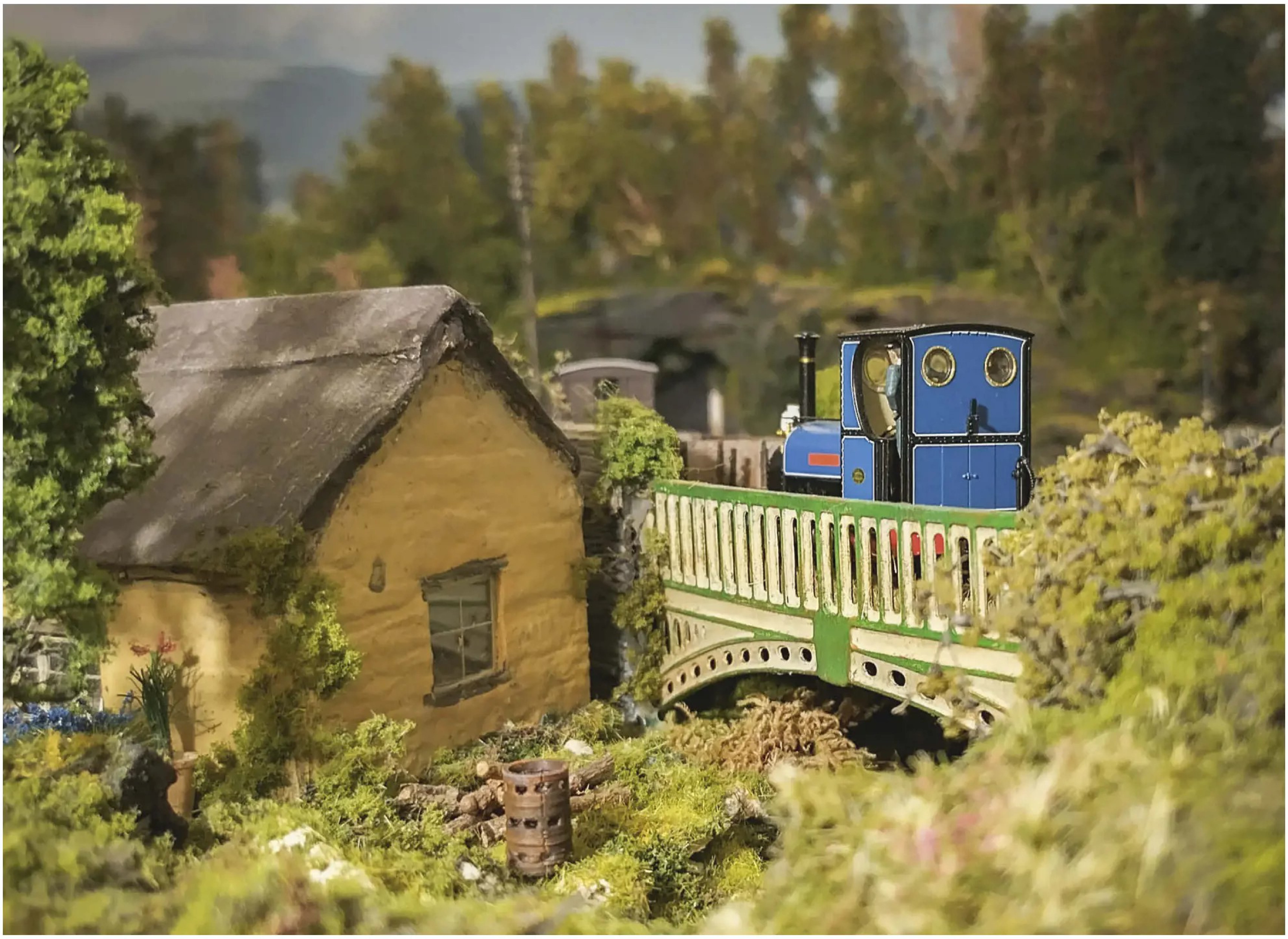
BOTTOM RIGHT: Two Peco/Kato Small England locos can be seen in the sidings behind the station. Geoff and Bob have a chat before the day's work begins in earnest. The yard crane is a Metcalfe kit.

I am a lover of all things vintage and I approach my modelling from an artistic perspective rather than from a historic or engineering point of view. I never learnt locomotive numbers or became an expert on a narrow area of railway history, but have always had a love of railways in general. Aesthetically, I am put off by most things modern and so have little interest in the current scene. I grew up going to the Severn Valley Railway and so have been brought up seeing an eclectic mix of railway stock, which I do enjoy very much. This has definitely spilled into my modelling and I do run whatever I enjoy seeing rather than being restricted in what I run. I worked on the modern railway for many years and loved it for the most part, but its beauty definitely lies in the past!

I created this layout as I wanted to have something to run a Heljan Manning Wardle on. I already had a smaller layout called 'Deffro Dawel', which didn't have large enough curves. The Heljan loco was purchased cheaply as a spares or repair item, but I got it to run very well in the end as it was just a simple problem.

Construction highlights

'Lynnbach' is on a thick MDF board without bracing but with wooden edges formed into a crate using pallet wood and thinner wooden pieces. It has a thin MDF top and back sheet and the sides are just the framework, lined with mounting card on the outside and the backscene inside.

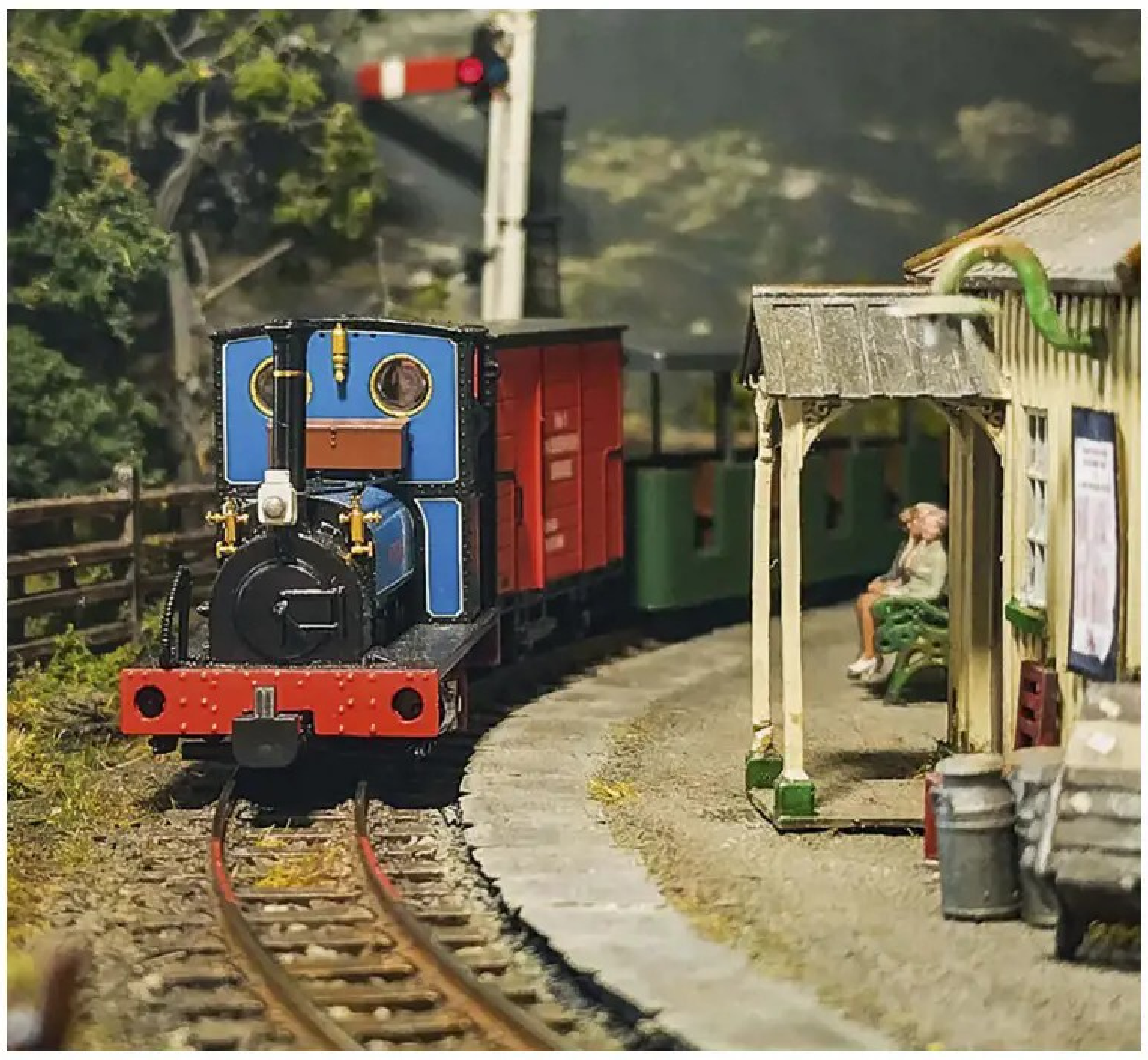


The layout has two continuous circuits, a loco yard and two sidings. The upper line has a siding leading to a low-relief tunnel.

The box construction of the layout means that I can control the lighting and can switch between night and day. I have learned over the years that lighting can make a huge difference to the appearance of layouts just as it can to any other setting, such as a room. From the start, I wanted lighting to play a part, but as construction went on, I added more and more. At one point, I purchased some street lights and added them in as well.

The houses on the layout are an interesting mix: The cottages were scratch-built and were inspired by a Google search of Welsh cottages. I enjoyed making them as they are so rustic and rough-looking, which is what I do best. The row of shops/houses is inspired by Eberneezer Row in Bridgnorth and was made using brick paper, tiles built from thin card, kit-bashed Hornby shops and 3D chimneys from Model Railway Scenes. The station building is a Narrow Minded Railworks 3D print, which came out before the Bachmann one of the same design. The shed is scratch-built and the signal box and water tower are kits from Wills.

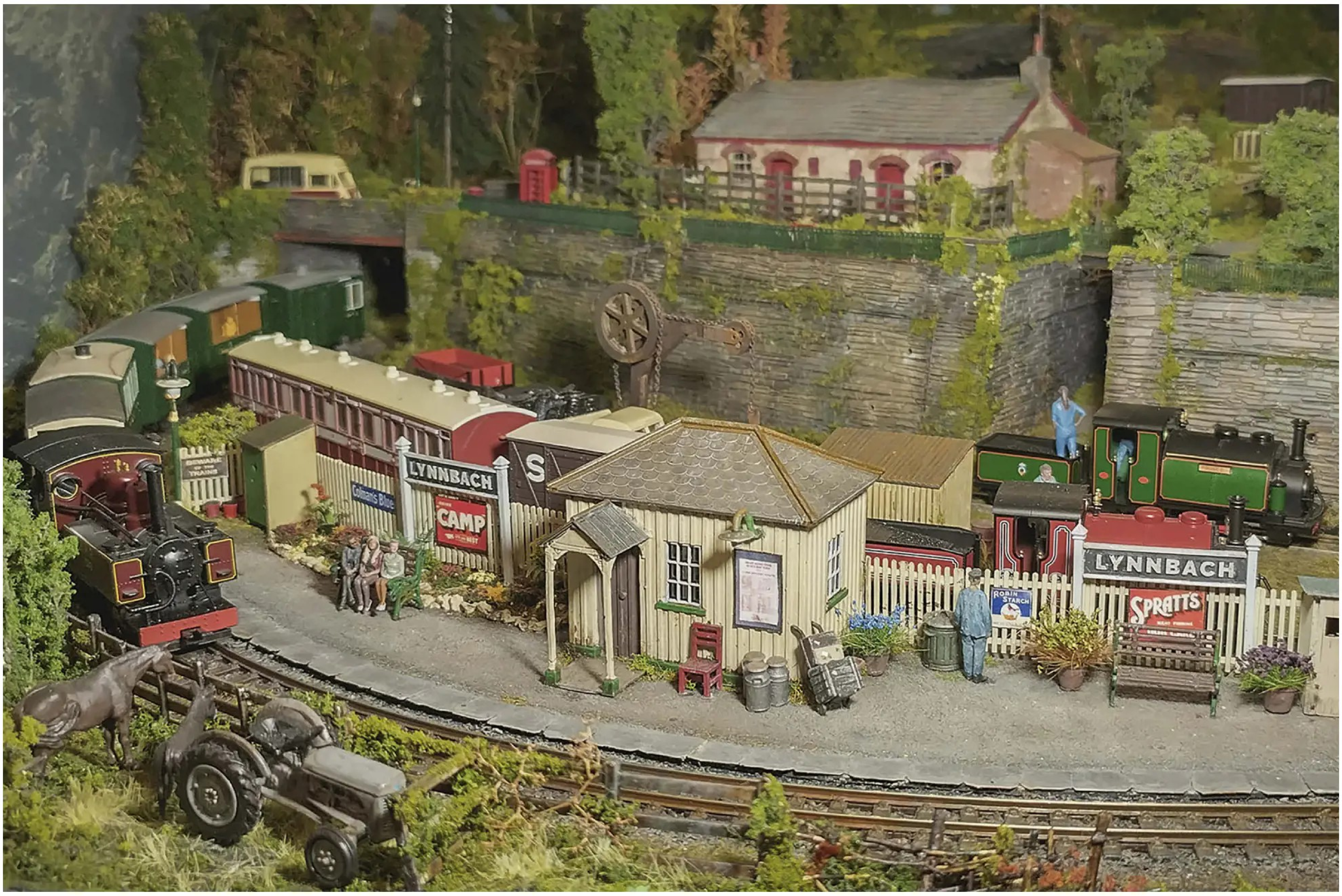
When working on the scenics, I have always found it useful to use real photos of the countryside and railway areas for inspiration and for colour ideas. Using varying scatters and lots of different textures creates a more realistic picture; again, refer to real life to see how things blend together.



ABOVE: *Britomart* crosses the second of two bridges that bear the branch line that veers off from the upper line. The cottage to the left is scratch-built and based on a photo I found online.

MIDDLE LEFT: This time, Lynnbach Station welcomes *Britomart* as she approaches with a passenger train made up of Bachmann and Minitrains stock. Many of the station furniture items are 3D prints by Model Railway Scenes.

BOTTOM LEFT: Just before the twin bridges, *Glyn* can be seen crossing the level crossing as he emerges from the tunnel with a small train. *Glyn* is a 3D print Nigel Brooks kit on a Kato chassis.



ABOVE: Bachmann's Baldwin 10-12-D in Welsh Highland Railway livery can once again be seen pulling into the station. The train consists mainly of Peco Glyn Valley coaches. Here we get a better view of the yard.

MIDDLE RIGHT: Bachmann's Mainline Hunslet *Blanche* heads past Lynnbach loco shed with a passenger train. This loco, along with sister *Linda*, is equipped with sound and is a layout favourite.

BOTTOM RIGHT: *Glyn* can be seen again heading over the bridge, which takes the road down to the goods yard. This Nigel Brooks kit is absolutely fantastic and even features opening windows.

I also like using natural items such as moss, small slate pieces, dead plants, stalks, twigs, etc., but be aware that although moss will fade and go brittle, it is ideal for using under other scenic items. Do not use over-scale natural items, but look out for small items.

Operating 'Lynnbach'

I like that there is a lot going on in a small space and that I can run my Manning Wardle now. The upper line is a nice little area where you can display one train and run another continually and the lower line has more operating possibilities with the shed and the ability to swap trains over.

I use basic Bachmann controllers for the upper and lower lines most of the time and when I have shown the layout at shows, I have sometimes also taken with me a Bachmann EZ Command Plus controller, which just plugs in where one of the analogue ones was plugged in (making sure no power is applied to the controller during the changeover). This means I have much more control over my DCC-fitted locos. I have many locomotives with sound, and by using the DCC controller, I can access all the features as well as the advantage of running more than one locomotive at a time to do more complicated moves. On some locos, I use the Dapol Easi-Fit magnetic auto uncoupling system (I'm sure it was called Easi-Shunt at first!) and can uncouple over a special magnet that is permanently placed in the track at a certain point, which allows easy loco changeover. Due to most newer locos having NEM pockets, these N gauge couplers can easily be used with OO9.

About the modeller

Name: Ian Arkley
Age: 56
Years modelling: Since the early-'80s, but with long gaps
Name of first layout: 'Oakby to Ashton' (N gauge)
Favourite era/region: Everything except modern. Mainly steam, early diesel and narrow gauge.
Favourite locomotive: A4 and Princess Coronation tie!

I live near Carmarthen, grew up in Halesowen and lived in Weston-Super-Mare for many years. I have an interest in the railways of those areas and worked driving freight trains for EWS/DB and Freightliner for 18 years.

I have been an enthusiast all my life and got the bug from my dad, who was a huge railway and model railway enthusiast. My mum helped him make his railway, which was a simple OO oval in the living room that folded up when not in use. They had very little cash and used whatever they could to make things. My mum dyed my sisters' and my Terry towelling (washed!) nappies green to make grass fields and used grape stalks for trees.

I had a OO9 layout when I was young, which my friend Geoff gave me. Geoff was instrumental in my interest in railways, he gave me the inspiration for the industrial and narrow gauge aspects. Dad also passed down his love of the express tender locos and old diesels to me.

I had a massive break from OO9 but came back to it with 'Deffro Dawel', as things were starting to appear on the market more and more regularly. That layout was built around the time Minitrains and Roco were releasing some nice locos, just before Bachmann started its OO9 range. The Bachmann and Peco ranges were definitely a game changer in the hobby and now we have the Rapido range to look forward to.

I have made many layouts over the years in various scales, but I think OO9 is the most enjoyable scale to work in. I like the freedom to do whatever I please in narrow gauge. There are no strict rules.

'Deffro' ended up being owned by Swansea Model Railway Club and has been renamed.

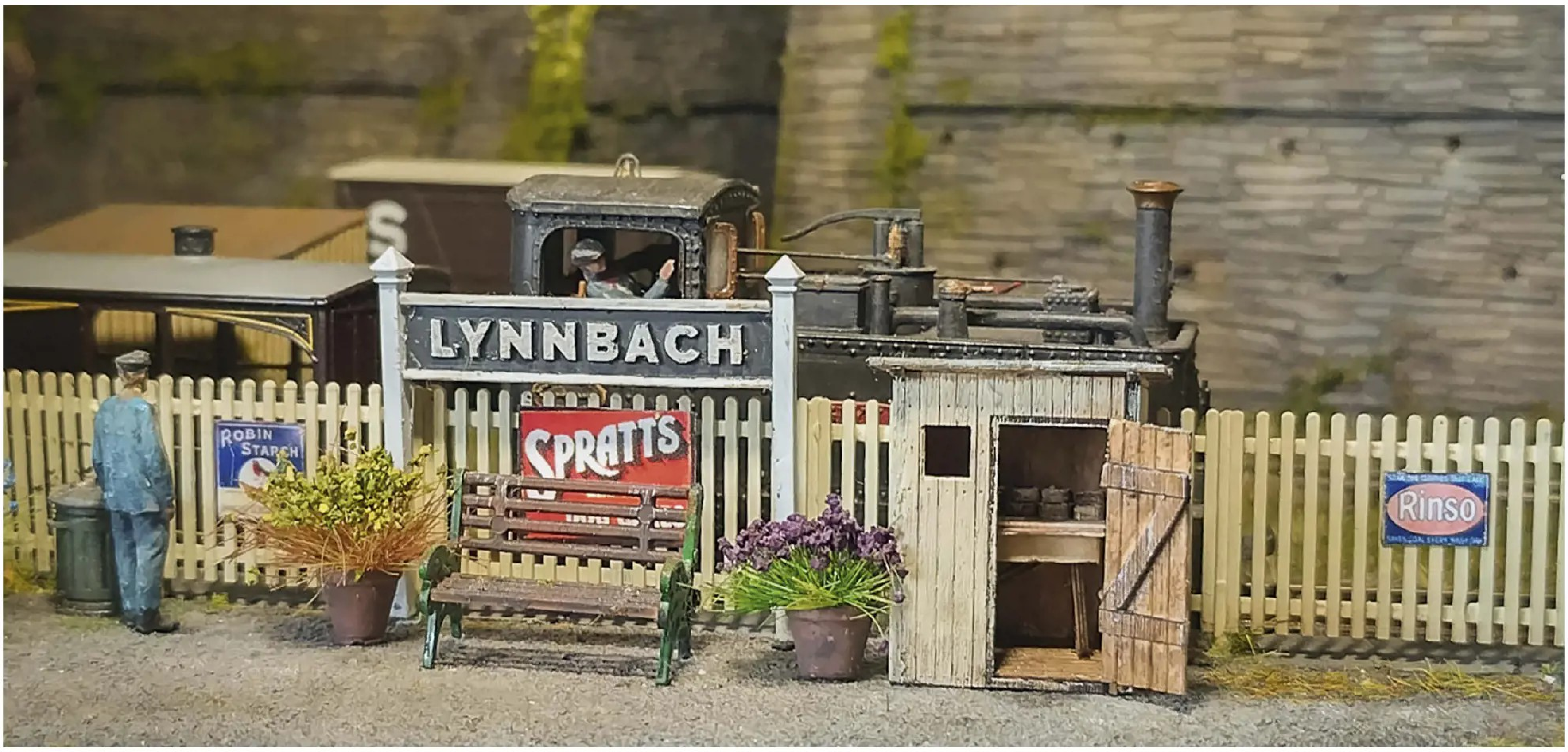
ABOVE: The ever-present *Britomart* runs light engine under the bridge, which brings the road into the village from the west. I have found these locos to be mainly excellent and can run for hours. They just need maintenance occasionally.

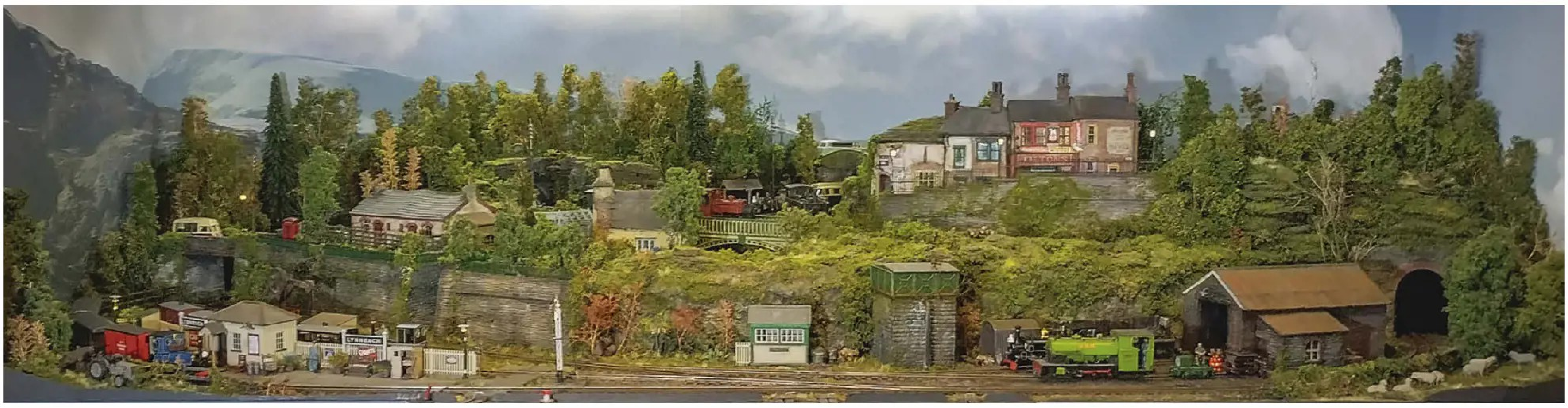
ABOVE: *Glyn* on shed in the evening. The brazier is a kit by Model Railway Scenes and comes with the flickering LED. The shed and side building are scratch-built. The coal stage is adapted from a halt platform kit.

> "A small layout doesn't have to lack details, in fact, they can be very detailed indeed and can be a useful starting place to hone skills."

the RAILWAY INN
HOTEL
TIZER
COLMANS MUSTARD

Glyn on a slate train passing Chapel Street in the evening. The Kato 109 chassis that the tram body sits on is a marvel and always runs well. It costs about £13 from Japan! I have many.





Rolling stock consists of Peco, Bachmann, Heljan, Minitrains, Kato chassis, 3D-printed bodies and stock, kit-built with Farish/Bachmann chassis and Roco.

At home, I tend to just put on a couple of trains, one on the upper line and one on the lower, and then put the lights on and just let them run around. At an exhibition, I do a variety of things, but have found that people generally like to see trains going by rather than complicated moves! I think that due to the fact I model a variety of scales, this layout will be fine for me as my main OO9 layout and I will just continue making more micro-sized layouts in this scale in future to satisfy my scenic modelling bug. I have plenty of models to get on with painting, which I am looking forward to running on the layout and plan to get hold of a few more Fourdees bodies for the Kato 109 chassis, which is a brilliant runner. I have built three of these so far and many other 3D-printed locos as well. The smallest locomotives I run are two Claytons by Minibuilds on Tsugawa chassis.

The idea of running to a timetable fills me with sadness and makes me want to run for the hills! I am very much a 'watching the trains go by' type of person.

I get most of my pleasure from the hobby by making layouts and then watching the trains pass, rather than shunting. I suppose years of long days spent shunting

TOP: Model Railway Scenes offers a service where they can 3D print station nameboards to your specifications in resin. The quality is excellent. The little wooden shed is from a kit by Model Scene. It is laser-cut real wood.

ABOVE: Most of the railway can be seen in this shot. This is useful in piecing all the other scenes together. The backscene is by ID Backscenes and was a second attempt.

MIDDLE LEFT: A 3D print I purchased on eBay by 3D-Factory UK for a HOf project. In the end, I decided to use it on a stripped-down Kato chassis instead.

BOTTOM LEFT: Another view of *Glyn*. Out of all my 3D-print locomotives, this is one of my favourites.

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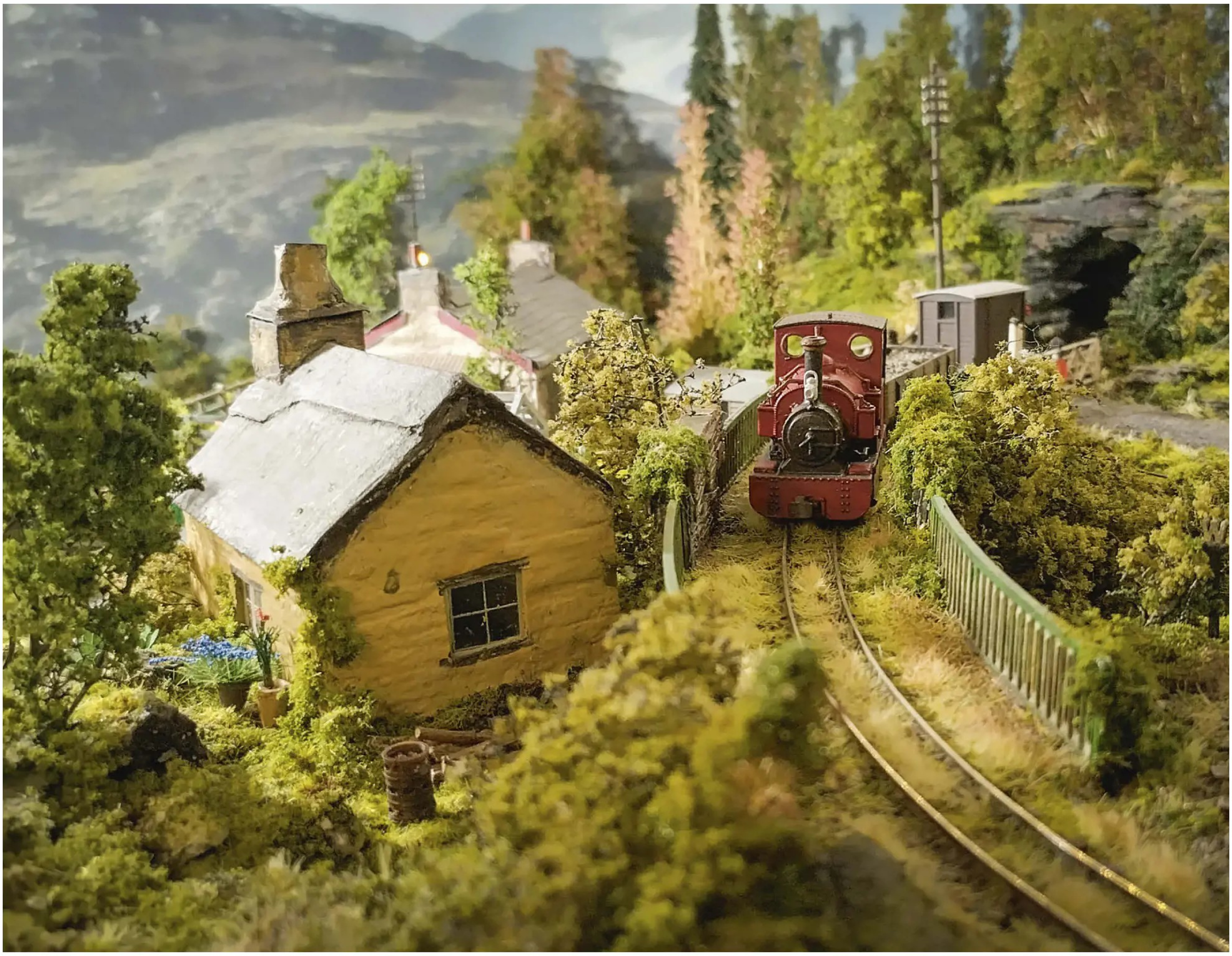
G. DI MASCIO'S
SOUTHERN
763

A Bachmann Baldwin 10-12-D in the striking (and fictional for this loco) Southern livery carried by L&B locomotives. The ice cream van passes over the bridge. On the soundtrack I made for exhibitions, this can be heard periodically.

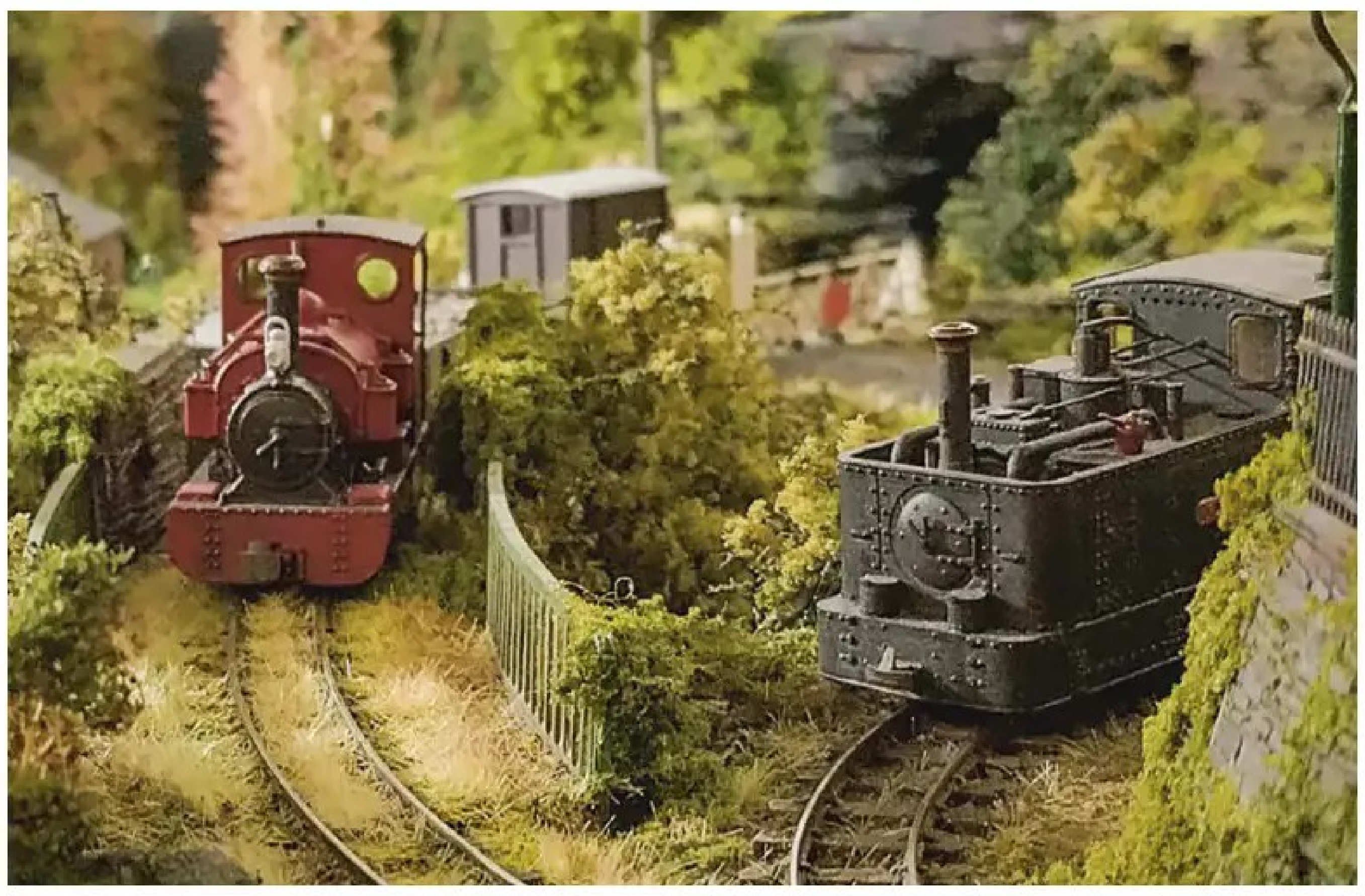


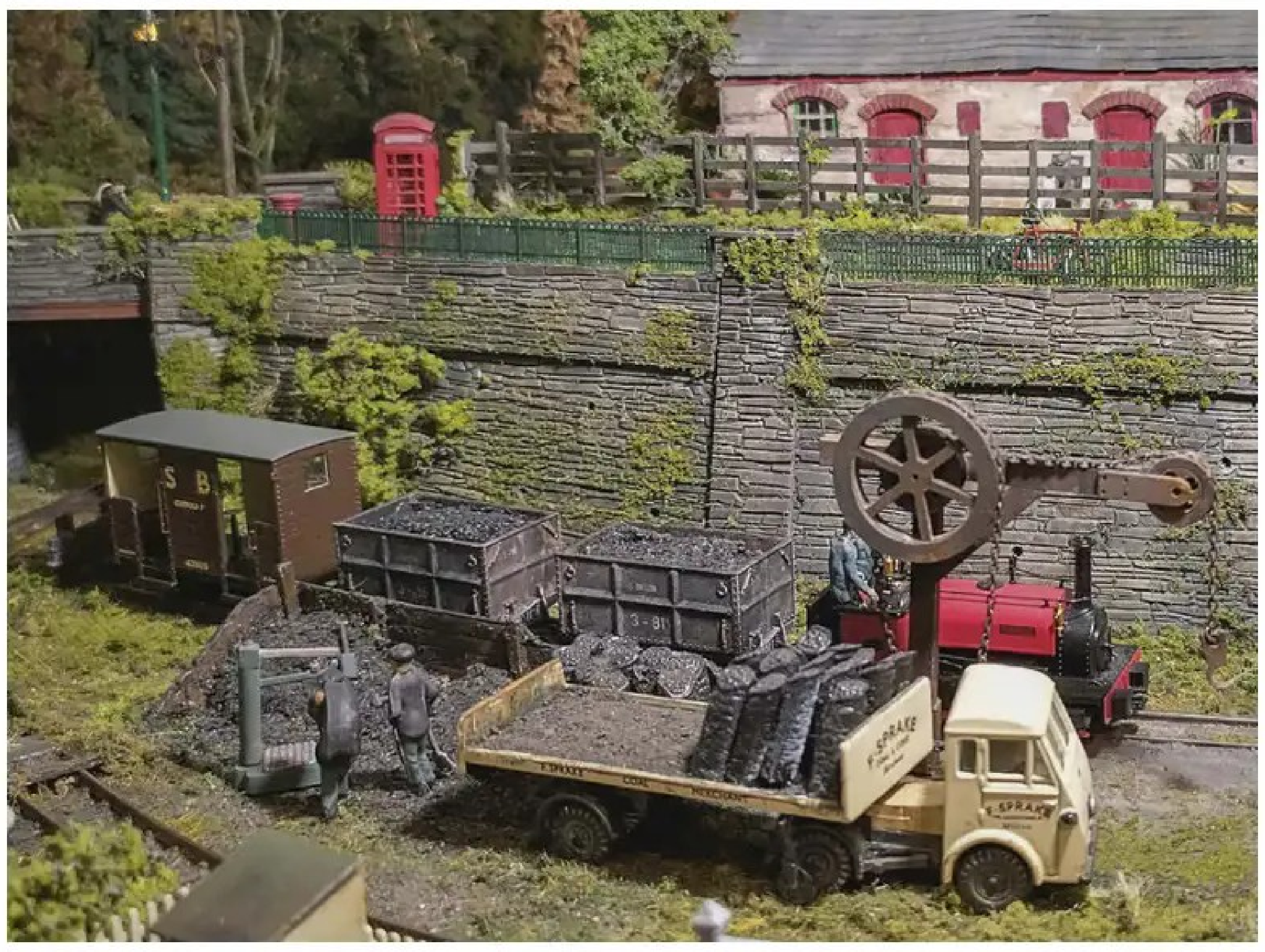
back and forth for hours on end in a hot, noisy class 66 (or a lovely 08/09) when you want to be asleep can have that effect on you. 'Draw her forward...10 foot... six foot...stop, stop, stop...set her back...10 foot'...etc., ad nauseam.

Reflections

I suppose I have picked up lots of things from other modellers along the way. I am a bit stubborn and tend to do things my own way and it is usually by trial and error, even after all these years. I really like what Chris Nevard does. I recently became friends with the author Cliff Thomas, and his OO9 layout is incredible. I love to see a scene that evokes a feeling of nostalgia or stirs the soul and I have seen some amazing layouts lately at shows and in magazines that are absolutely stunning. Something that looks like it could be real is always very impressive and inspirational and makes you want to improve and get modelling again. I like a lot of filth on layouts - just like in real life on the railways.

A small layout doesn't have to lack detail, in fact, they can be very detailed indeed and can be a useful starting place to hone skills. They can also have a lot of operating potential and require a bit of cunning to make them look realistic. In OO9, the world is your oyster.





ABOVE: A Fourdees *Groby*, which again sits atop a Kato 109 chassis, can be seen with a single wagon and a Dundas brakevan. This was a pleasure to make, the quality is top-notch.

MIDDLE LEFT: *Groby* and *Glyn*. The line to the left is a scenic line that goes as far as the low-relief tunnel. To the right, the line is a small oval, which disappears behind the back and emerges again under the row of shops.

BOTTOM LEFT: A yard scene where the Metcalfe crane can be clearly seen. Amazing to think this is a card kit. The cottage is another scratch-built one, based on a photo I saw online. *Alice* is another Bachmann Quarry Hunslet.

TOP RIGHT: Another shot of *Groby*. I mainly use Citadel paints as they have such a reliable finish. For weathering, I use a thin wash, some Agrax by Citadel or Tamiya Weathering Master. The tunnel mouth is broken-up layers of floor insulation.

MIDDLE RIGHT: A Quarry Hunslet and Mainline Hunslet, both by Bachmann. To the left is *Dorothea* and to the right is *Charles*. The little fuel tank is by Merlin's Models, again a 3D print.

BELOW: The garage can be glimpsed in the background as *Dorothea* takes a freight under the bridge, which brings the road from the north.

If using tight curves on standard gauge railways, try to make a transition into them using flexi track and hide them as much as possible. Make sure, if doing a continuous run, there are hidden areas so the train isn't always visible.

I would also add that trying new things is always worthwhile, as it is easy to get set into old methods, but new ways are always developing.

The future

I am currently working on a new micro OO9 layout for the Rail200 competition, which I read about in BRM. The new one will be an industrial shed scene with a tiny continuous loop and a small yard.

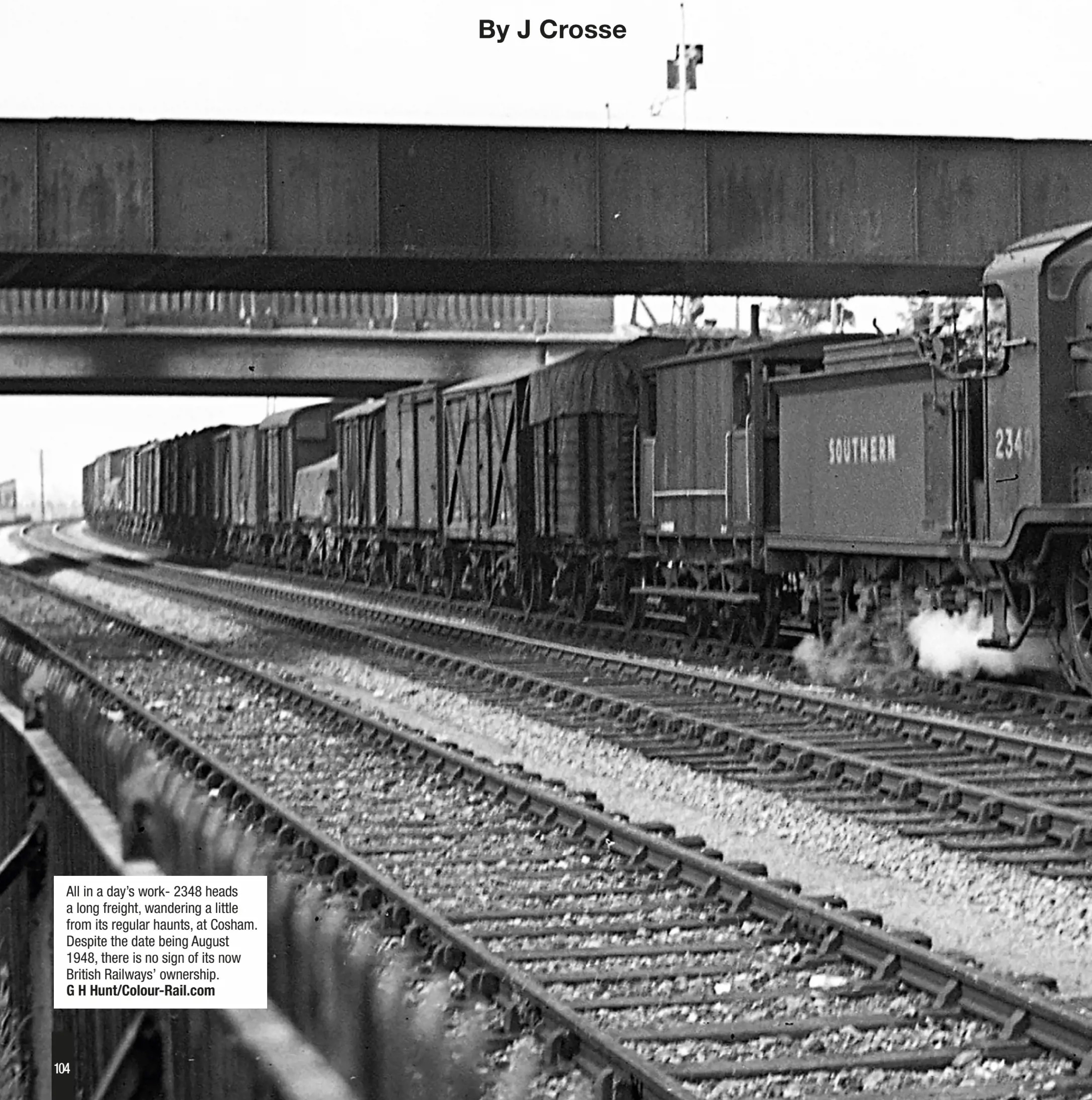
I have also just completed a tiny book nook layout in OO9 (see my YouTube channel: 'Elvinley') and I will probably continue to create micro layouts from now on, as I love making layouts, but I am quickly running out of room. The worst aspect of layout making is the mess and the house is always getting full of modelling materials everywhere you go. I need to tidy right now for the in-laws visiting at the weekend... ■

> “The idea of running to a timetable fills me with sadness and makes me want to run for the hills! I am very much a ‘watching the trains go by’ type of person.”

the RAILWAY INN
HOTEL

THE LONDON BRIGHTON & SOUTH COAST RAILWAY K CLASS

By J Crosse

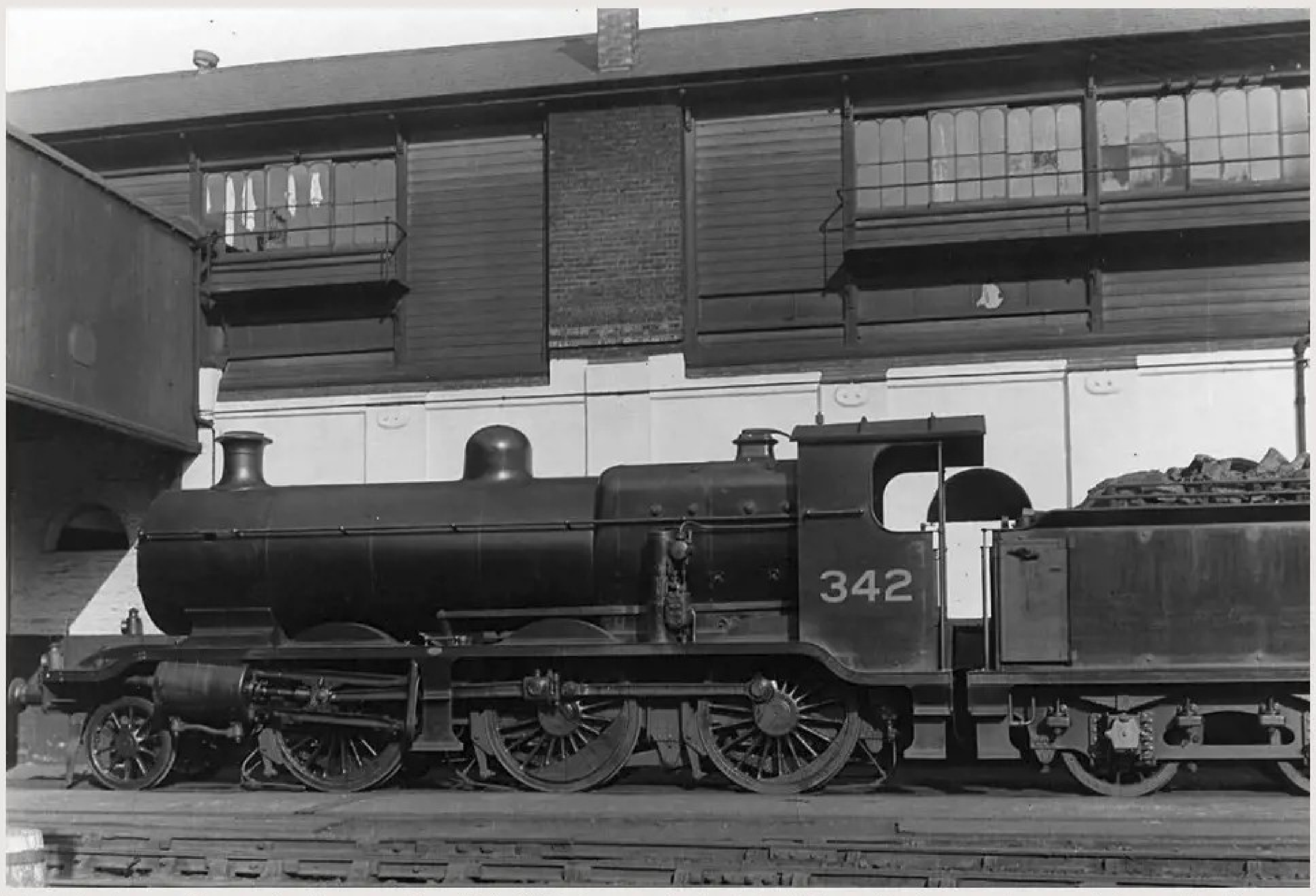


All in a day's work- 2348 heads a long freight, wandering a little from its regular haunts, at Cosham. Despite the date being August 1948, there is no sign of its now British Railways' ownership. **G H Hunt/Colour-Rail.com**

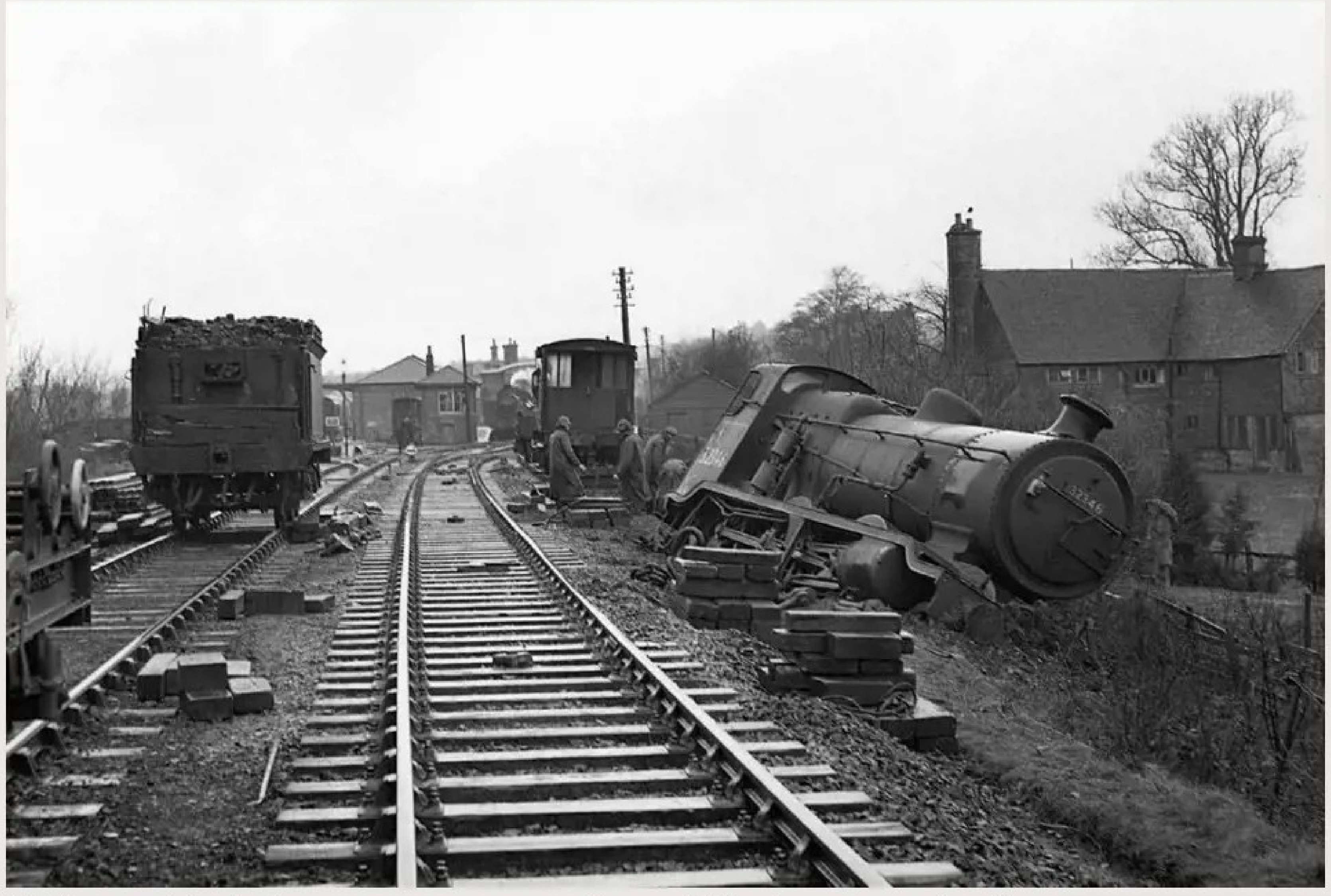
Some locomotives are famous, while others carry out their mundane but essential tasks day in and day out without ever making the headlines. For over 40 years, that was to be the fate of the K Class 2-6-0 locomotives ordered by the London Brighton & South Coast Railway (LB&SCR), which as the years progressed, worked for the Southern Railway and then British Railways Southern Region. Only occasionally employed on passenger duties, they lived in the shadow of the larger U and N Classes, which were also mixed traffic 2-6-0s and they also seemed to have few railway enthusiasts that followed their exploits, as freight traffic on the Southern always appeared to be the poor relation to the much higher volume of passenger duties.

The LB&SCR had a limited need for heavy freight motive power and the C2X 0-6-0s were seen as capable of handling most duties. However, particularly in the London area, freights had to work amongst the passenger trains and needed the ability to accelerate quickly to avoid causing delays, and to achieve that, some workings were double-headed. The Chief Mechanical engineer of the LB&SCR in 1912 was Robert Billinton, and he set to work to design a more powerful 2-6-0 wheel arrangement locomotive to enable the double heading to be abolished. The design, designated Class K, was completed in February 1913, and authority was given to order five locomotives to be built at Brighton Works. The basic details were as follows:-

- Two outside cylinders 21in x26in
- Piston valves 10 inches
- Pony truck wheel diameter 3ft 6in
- Coupled Wheels diameter 5ft 6in
- Total wheel base 23ft 9in
- Boiler Pressure 170lb/sq in
- Loco weight 63t 15cwt
- Tender (6 wheel) 41T 10cwt (full)
- Coal capacity 4t, water 3940 gallons



This interesting photograph of K 342 is undated but has to have been taken in the early-1920s. It does not appear to have any evidence of ownership, which may be as a result of the LB&SCR branding being removed and not replaced by anything from its post-1923 owners. **Colour-Rail.com**



While accident clear-ups were usually rapid in days gone by, the derailment of 32346 at Forest Row posed recovery problems, and it was still not back on the tracks four days later on March 7th, 1954.
N Sprinks/Colour-Rail.com

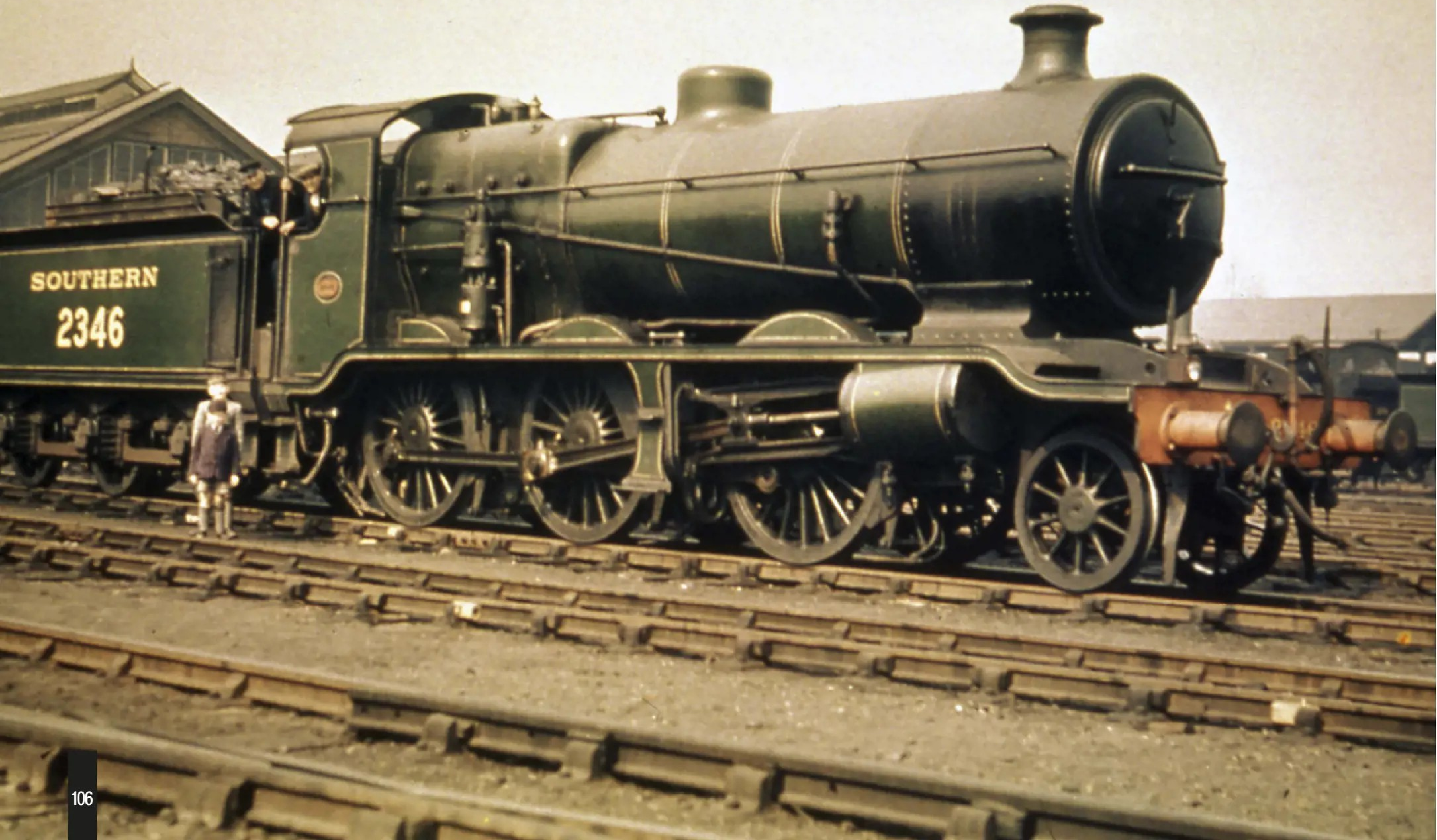
They had Stephenson valve gear, a Belpaire firebox and an eight-feed mechanical lubricator. At the time, the tender was the largest that had been built by the company.

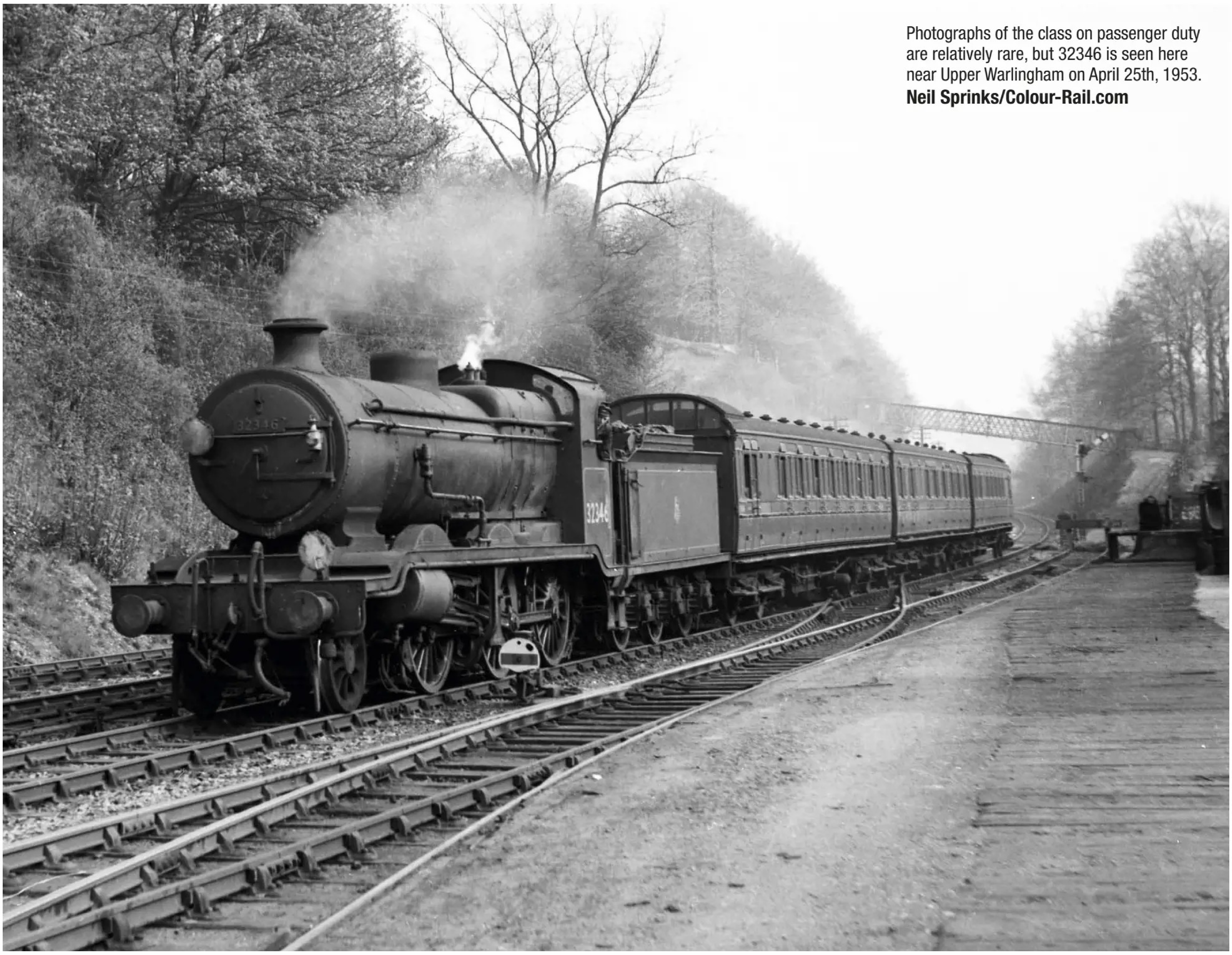
While five engines had been ordered, initial construction concentrated on just two, with the first, numbered 337, emerging in September, with 338 following in December 1913.

Initial trials of 337 were conducted while it still carried its red oxide undercoat with no identification save a number on the front buffer beam. This was followed by a spell in grey for the benefit of the official photographer, although that was adorned with black and white lining and white numbers shaded in black. Its final livery, applied in February 1914, was gloss black.

When 339 emerged, it ran in red oxide, to complete 1000 miles before receiving the standard black, and both were allocated to Brighton shed, no doubt in part so that any teething problems could easily be dealt with. Indeed, these soon emerged with complaints about rough riding and excessive spark throwing. 337 received modifications to the pony truck side control and the smokebox layout, which proved successful and were duly applied to 338. The nominal construction cost of 337/8 was £3150 per locomotive, while the other three, 339-41, came in at £3479, as they received a 5in longer smokebox to accommodate the draughting changes. These entered service in March, June and November 1914, respectively. While 340 and 341 were based at Brighton, 339 went to New Cross.

Here we have a rare pre-War colour image depicting 2348 at Eastleigh having been turned out in lined dark green, and this might be one of the earliest to receive it as the picture is dated April 1938.
Colour-Rail.com





Photographs of the class on passenger duty are relatively rare, but 32346 is seen here near Upper Warlingham on April 25th, 1953. **Neil Sprinks/Colour-Rail.com**

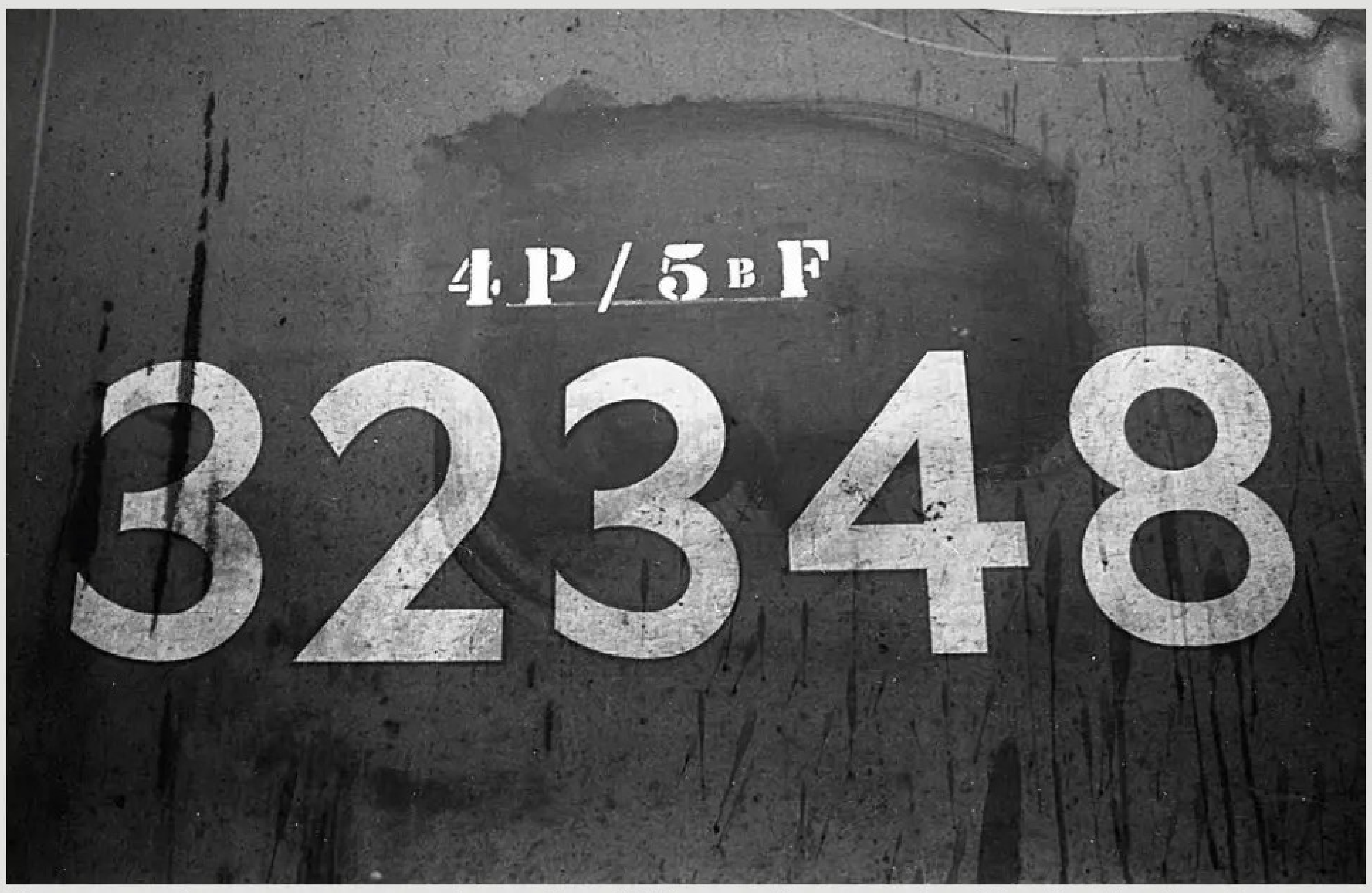
Clearly seen as a success, five more were ordered in September 1914, but with the outbreak of the First World War, construction was delayed until 1916. This second batch was more widely distributed with 342/3 at Battersea, 344 at New Cross, 345 at Littlehampton and 346 at Three Bridges. Despite wartime material shortages, the cost per loco was held below £4000, coming in at £3935, partly attributed to an earlier policy of stockpiling many standard items. The final two were fitted with a top feed, with this later being applied to the first eight, all being dealt with by August 1920. No sooner were most modified when it was decided to move the feed to a second dome in order to raise the clack valves and permit the fitting of a deeper distribution tray.

As already mentioned, the primary use of the engines was intended to be on heavy freight, but during the War, they also proved invaluable in dealing with the numerous troop train specials that were required. There was always a problem with 'progress' and in the case of the K Class, their length meant that they required a 50ft turntable of which only 10 locations were available. Places such as Chichester, Eastbourne, Horsham, London Bridge and Tunbridge Wells only had 45ft turntables, so some tender-first running was common. Following the War, more heavy freight locos were thought to be necessary, and initial thoughts turned to producing a tank version of the K, but it proved impossible to incorporate large enough side tanks within the weight and loading gauge constraints, so another order for 10 Ks was placed. However, the Brighton boiler shop was heavily committed already and outside sources were investigated to supply the boilers, these eventually being provided by the LMS from Derby works in August 1920. These boilers had the aforementioned second dome. Such was the state of the economy that this batch was costed at £8690 each, more than double the 1916 price. With various delays occurring, the final two Derby-built boilers actually ended up being fitted to rebuilt B4X locomotives. Such were the challenges of the time that the order for 10 engines was curtailed and only seven were completed, and with the Grouping looming, the final three were cancelled. Thus, in 1923, the Southern Railway inherited 17 Ks split between Brighton (10), New Cross (four), Battersea (two), and Three Bridges (one).

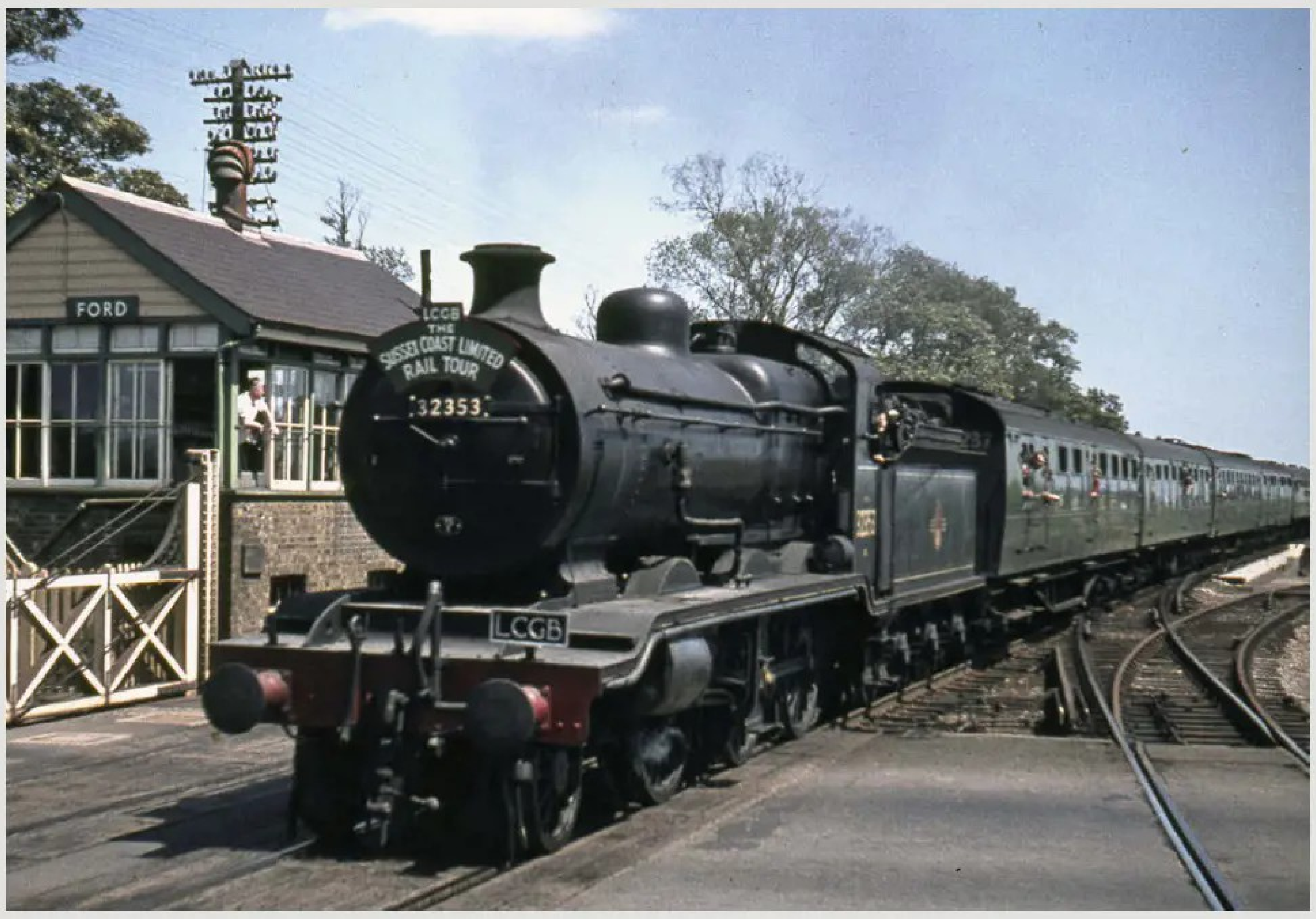
For reasons now lost in the mists of time, the Ks were selected as a test bed for several modifications. Just the basic information is listed here. Full details can be found in the RCTS History of the *Locomotives of the LB&SCR volume 3*. In 1922 and 1923, 340 ran with a Worthington-Simpson pump and feedwater heater in place of the standard Wier pattern. Again in 1922/3, a Kyala variable blast pipe was fitted in turn to 341 and 342. In February 1923, 352 had its Weir pump replaced by one designed by G. D. Peters and ran as such until November 1924. In the same month, 341 was equipped with Lamberts wet sanding gear and the modification stayed in place until 1931. In April 1921, the smokebox on 351 was lengthened to take a 'Lewis Draft Appliance', this being combined with an elliptical stovepipe chimney. The engine was still running in red oxide at that time. This was a long-running experiment with various changes made and it did not conclude until 1927.

Despite the majority of duties being freight, under Southern ownership 337/42/4 received 'passenger umber' livery with Brighton-style lettering and numerals. With the amalgamation of locomotive fleets, there was inevitably duplication of some running numbers and so the Southern Railway added a 2 in front of the K number series, with it thus becoming 2337 to 2353. The locos had not been built new with steam heat capability, but that was fitted to the class. The situation with boilers was that there were now both one and two dome varieties in use and they were fitted 'as available' during overhauls, talking of which, 2338 was sent to Eastleigh Works for attention in 1929, but there was a problem inasmuch as the Ks were out of gauge on both the South Eastern and South Western divisions. Thus, to reach the works, the cab roof was cut away and replaced by one similar to that used on the Ashford moguls, and the whistle was re-sited to inside the safety valve casing, but both the chimney and dome remained out of gauge. In April 1930, 2343 was similarly dealt with, but it was not until 1935 that all of the issues were addressed on 2341, with all class members being dealt with by 1939, thus conforming to what was designated as the 'Composite Gauge'. Other changes were imposed on the class as the years passed. In the 1930s, the tender coal rails had a backing added, the top feed was abandoned and Ross pop valves replaced those of the Ramsbottom design while the superheaters, which had been of the Robinson variety, were replaced by one designed by Maunsell. One boiler was never modified and remained in use until the late-1950s.

With, in theory, several designs being available to the Southern Railway for the same job, trials were carried out comparing the K with S15, N and N1 classes. Unfortunately, they did not show up well in the trials using the most coal per mile, loosing time and being the third most expensive to maintain. The 4-6-0 S15 appeared to provide the best combination of results. One thing was certain from these tests, the K design would not be proliferated. Although gradually gauge-modified, other than going to and from Eastleigh for repair, the Ks stayed mainly in their old hunting grounds.

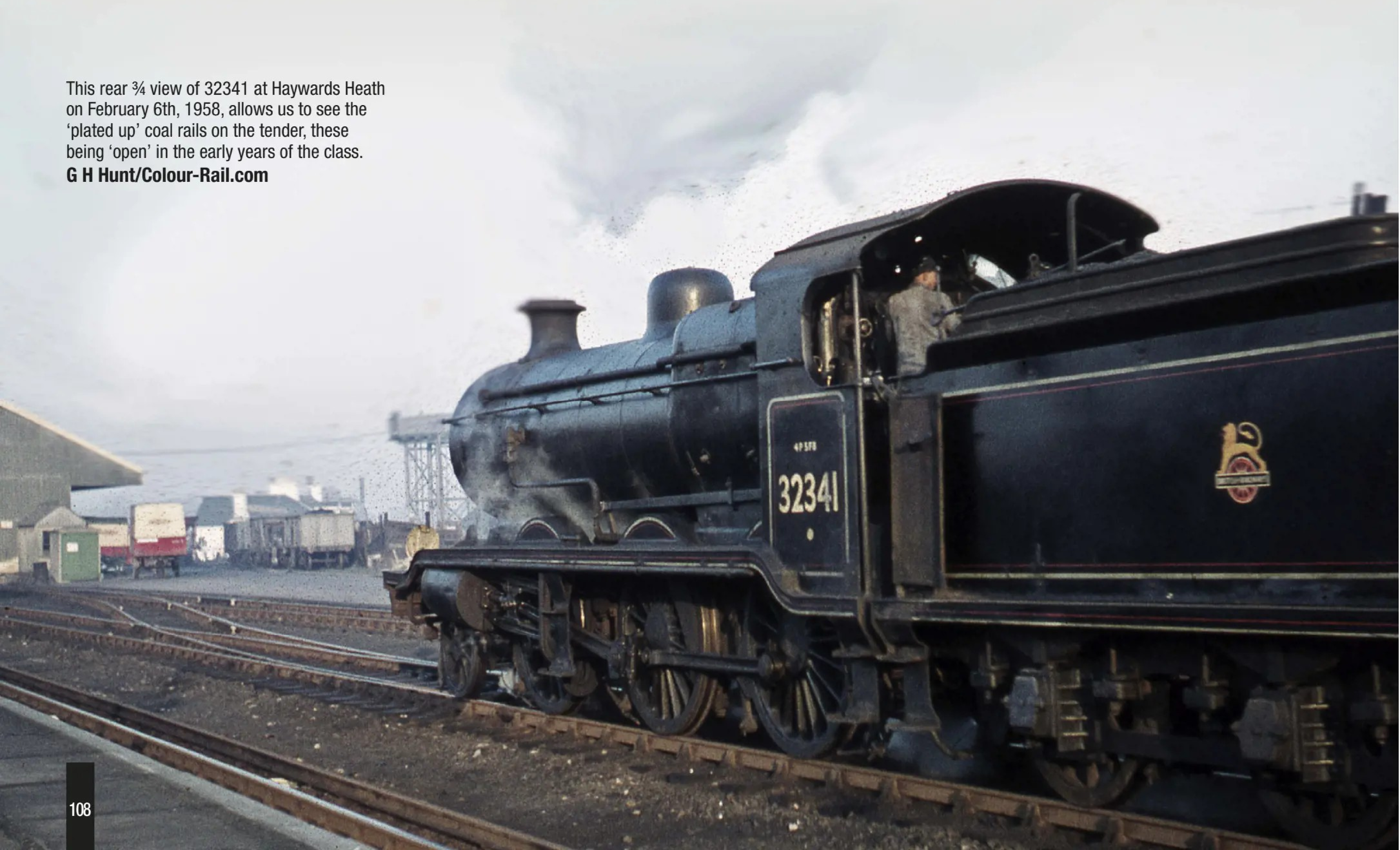


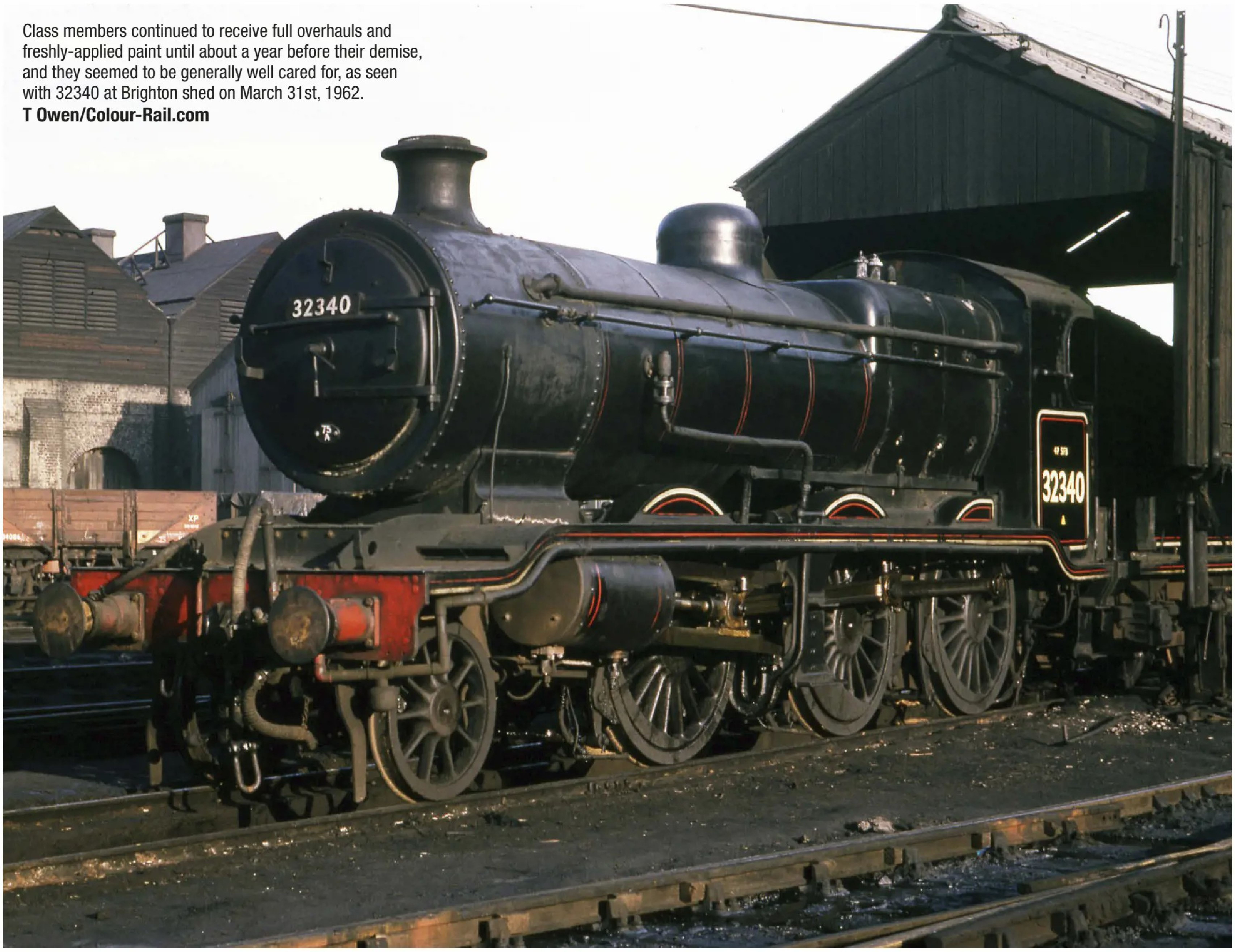
There are always unanswered questions! A 'normal' power classification for the class was 4P/5F, but here we see that 32348 is adorned with 4P/5BF on May 15th, 1954. Any information on what the B stood for would be appreciated. **T Owen/Colour-Rail.com**



The class found employment on at least one railtour, that being their swan song at the head the Sussex Coast trip that ran on October 3rd, 1962, and is seen at Ford. **Colour-Rail.com**

This rear ¾ view of 32341 at Haywards Heath on February 6th, 1958, allows us to see the 'plated up' coal rails on the tender, these being 'open' in the early years of the class. **G H Hunt/Colour-Rail.com**





Class members continued to receive full overhauls and freshly-applied paint until about a year before their demise, and they seemed to be generally well cared for, as seen with 32340 at Brighton shed on March 31st, 1962.
T Owen/Colour-Rail.com

However, the allocation balance did change and just prior to World War Two, New Cross and Norwood had four each, with three each at Fratton and Brighton, two at Horsham and one at Three Bridges. As the war years approached, the first K (2347) received dark green livery and that appeared on 2346/8/51/3, but 2337/50 received light Malachite green, but thereafter, black became the standard colour.

Having said that, the locos remained mainly in their former territory, the War years saw them range across the Southern, with 2346 reaching Weymouth in December 1942. For a number of years after the War, a K was rostered for a passenger duty from Eastbourne shed, that being the 3.28pm Haywards Heath to London Bridge, this persisting until December 1955.

2342 had the honour of being the first non-streamlined engine on the Southern to be fitted with electric lighting, that being in December 1947, although it was removed again in 1951. By this time, the engine, along with the rest of the class, was in the care of British Railways, along with the new numbering with the class simply having 30,000 added to their original numbers, although at least 2343 ran for a short time as S2343. The Weir pumps were also on their way out, being replaced on all of the class by Ashford-pattern nine cold water injectors. It would seem that the class avoided being involved in any major accidents, although the run away of 32346 at speeds estimated as up to 60mph near East Grinstead on March 3rd, 1954, might have had very serious consequences. That ended with the engine being derailed at trap points and ending up on its side.

As mentioned earlier, overhaul work had gravitated from Brighton to Eastleigh during the 1930s. During World War Two, some engines received attention at Brighton and occasionally at Ashford, but in 1954, Ashford took over the prime responsibility and with just 19 boilers for 17 locos had its work cut out, especially as eight of those had originated on B4X locos. However, unlike the Us and Ns, the bottom end of the Ks appeared robust, with the original frames lasting throughout. Following the withdrawal of the Atlantics, the Ks had acquired some passenger duties during the summer months and overhauls continued, although some class members were approaching 50 years old. 32341/5/53 were all dealt with in the second half of 1961. Thus the withdrawal of all of the class en bloc in November and December 1962 was unexpected, at least by the enthusiast fraternity. Labeled an act of accountancy vandalism at the time, the action was said to have been taken to meet the Region's withdrawal targets (despite the cost). Fortunately, just before the end, 32341 had an outing on the Sussex Coast Railtour on October 17th. The last recorded use was on a Haywards Heath-Eastbourne van train on December 28th, 1962. Despite the hasty withdrawal, some engines lingered awaiting scrapping. The majority, as might be expected, met their end at Eastleigh, but 32347 was reported as cut up at Stewarts Lane while 32337/40/3 made what might have been their one and only inter-regional journey when they were sold to R A King of Norwich for breaking, and made their final moves to the depths of Norfolk in the spring of 1964. ■

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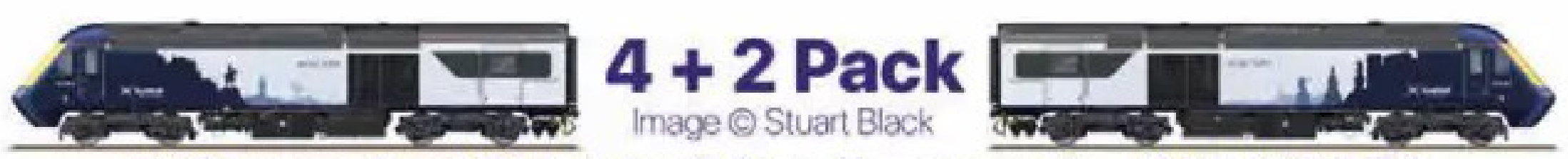

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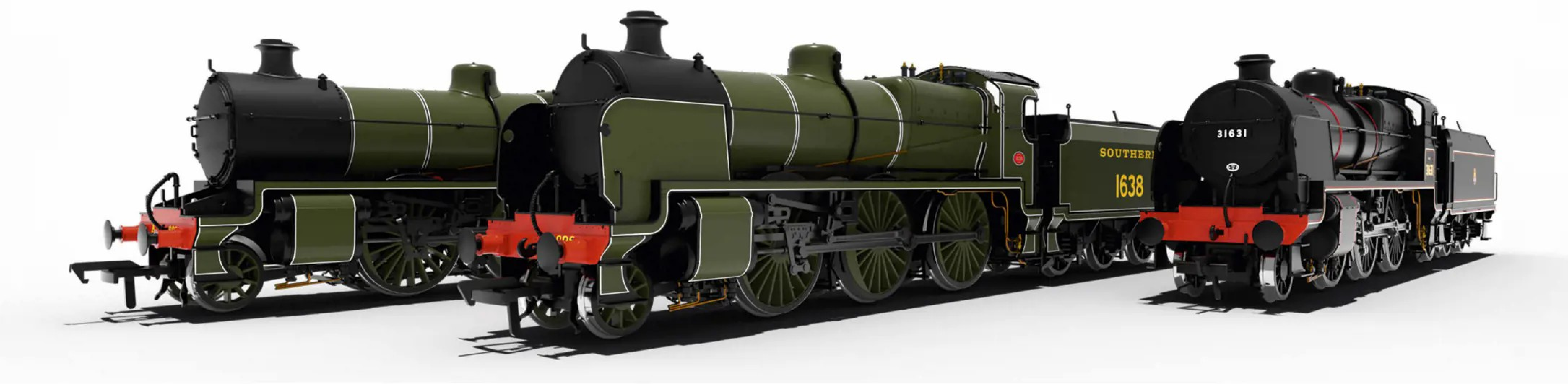
THE LATEST HEADLINES

A BIG month of announcements for Rapido



Rapido has had a busy September, revealing a number of key models ahead of its eagerly-anticipated second Rapido Railex event, which was held on September 19-20th.

New OO Gauge SR U Class 2-6-0

The new OO SR U Class will be available in a variety of guises, covering its Southern Railway and British Railways days. The range features a selection of detailing variants, including flush and riveted buffer beams, flat or rounded domes, flat-fronted cylinders or cylinders with piston tail rods, snifting valves on Southern-liveried locos, and smoke deflectors on all models apart from the earliest representation.

All models feature the 4000-gallon tenders. You can look forward to a smooth-running mechanism, factory-installed speakers, NEM coupler pockets, an ESU 21-pin decoder socket, fitted MoPower stay-alive capacitor, tender pick-ups, and firebox flicker with a dynamic fire draw effect.

Available liveries

- SR U Class No.A639 - SR Lined Olive
- SR U Class No.1615 - SR Lined Olive
- SR U Class No.1638 - SR Lined Olive
- SR U Class No.1614 - SR Black w/ Sunshine Lettering
- SR U Class No.31616 - BR Black w/ Sunshine Lettering
- SR U Class No.31632 - BR Black w/ Sunshine Lettering
- SR U Class No.31631 - BR Lined Black Early Crest
- SR U Class No.31620 - BR Lined Black Early Crest
- SR U Class No.31627 - BR Lined Black Late Crest
- SR U Class No.31639 - BR Lined Black Late Crest

Already at tooling stage and available to pre-order, priced at £229.95 DCC-Ready and £344.95 DCC Sound-Fitted.

Short-Tank Sirdar 0-4-0 in OO9

Next up is brand-new tooling in its Kerr, Stuart & Co. Sirdar range: a freelanced and user-customisable Short-Tank Sirdar Class 0-4-0.

Rather than replicating a specific locomotive, this newly tooled model is described as a 'what if model' which explores an alternate take on the Sirdar design.

Imagining a variant that could easily have existed by drawing on real-life elements and Kerr, Stuart styling cues is a clever concept that nods to the creative side of railway modelling while remaining grounded in historical plausibility.

To aid customisation, each loco is supplied with a bag of optional parts, including alternative chimneys, dumb buffers, vacuum brake gear, toolboxes, coal bunker covers, and more.

Six liveries will be offered in the main release, ranging from industrial schemes to more traditional narrow gauge favourites. In addition, three exclusive editions have been announced:

Rails of Sheffield will offer a WD Plain Green version to match its existing 009 War Department rolling stock.

Fourdees Limited will produce a Works Grey variant, named *Sirdar*.

The 009 Society, which has supported Rapido's Narrow Lines range from the start, will receive a members-only exclusive featuring a 'Diana'-style open cab.

All variants will be available in both DCC-Ready and DCC-Fitted options. The new Short-Tank Sirdar is available to pre-order from the Rapido Trains website and its official stockists, including Rails of Sheffield and Fourdees Limited, with delivery TBC.

The 009 Society exclusive will be available only to members and supplied in DCC-Ready form.

Highland Railway Loch Class 4-4-0

Designed for express passenger work across the scenic but challenging Highland main lines, these graceful steam locomotives will cover five decades of service, with a selection of liveries representing the Highland Railway, LMS, and British Railways eras available.

A special 'what if' Highland Railway Yellow version is also included, matching the striking 'Jones Goods' livery already produced. Other highlights include *Loch Insh* with its Prince of Wales crest and the ever-popular *Loch Ness*.

- HR No. 119 *Loch Insh*
- HR No. 120 *Loch Ness*
- HR No. 123 *Loch An Dorb*
- HR No. 124 *Loch Laggan*
- HR No. 125 *Loch Tay*
- HR No. 127 *Loch Garry*
- HR No. 131 *Loch Shin*
- HR No. 150 *Loch Eye*

The new OO models are available to pre-order now, either directly from Rapido Trains UK or through official Rapido stockists.

DCC-Ready: £219.95
DCC Sound-Fitted: £324.95

Third Batch of Evolution coaches

Rapido Trains UK continues to develop its 'Evolution' series of OO pre-grouping 48ft bogie coach stock, revealing new liveries, tooling tweaks, and exclusive sets.

New liveries and variants

- London, Brighton & South Coast Railway (Mahogany)
- Great North of Scotland Railway (Lake and Cream)
- Southern Railway (Olive Green)
- London & North Eastern Railway (Carriage Brown)
- British Railways Eastern Region (Crimson)
- British Railways Southern Region (Malachite)

In addition, special editions are set to appear in National Coal Board, BR Engineering, Camping Coach, and generic brown and crimson finishes. An exclusive Kent & East Sussex Railway twin-pack will also be available via the Peckett 1631 'Marcia' website, with proceeds supporting the locomotive's preservation.

Batch 3 will also include subtle tooling differences such as revised footboards, Fox-pattern bogies with pick-ups, along with variations in roof and gas lamp detail, offering greater accuracy across eras and operators.

All models from Batch 3 are available to order now directly from Rapido Trains UK or via official stockists.

Three-coach packs: £199.95 RRP
Individual coaches: £69.95 RRP
K&ESR exclusive twin-pack: £135.95 RRP

LNER D40 4-4-0 (GNoSR Class V & F)

The Rapido Trains UK OO LNER D40 4-4-0 range includes tooling variations covering both the saturated boiler F Class and superheated V Class.

The range features a selection of detailing variants, including different chimneys, whistles, running plates, tender spring dampers, tender coal rails, smokeboxes and smokebox doors.

Available liveries:

- GNoSR V Class No.113 - GNoSR Green
- GNoSR F Class No.47 *Sir David Stewart* - GNoSR Lined Black
- GNoSR V Class No.28s - LNER Black
- GNoSR F Class No.6852 *Glen Grant* - LNER Apple Green
- GNoSR V Class No.6834 - LNER Apple Green
- GNoSR V Class No.6828 - LNER Lined Black
- GNoSR F Class No.6850 *Hatton Castle* - NE Wartime Black
- GNoSR V Class No.6915 - LNER Unlined Black
- GNoSR F Class No.62273 *George Davidson* - British Railways Unlined Black
- SKU 959010: GNoSR V Class No.62265 - BR Unlined Early Crest
- GNoSR F Class No.62274 *Benachie* - BR Lined Early Crest
- GNoSR F Class No.49 *Gordon Highlander* - GNoSR Green Railtour Condition

Those wishing to personalise their model will be pleased to hear that the detailing bag includes lamps, steam heating pipes and tablet catchers.

Already at tooling stage, the order book is open, with prices at £229.99 for DCC-Ready models and £344.95 for DCC Sound-Fitted.

DB SCHENKER
60040
60022
60099
60074

Accurascale Class 60 range expansion

Following huge demand for the initial batch, the second set is due for release in Q4 2026, and includes:

- No. 60019 in EW&S livery, the first Class 60 to wear the maroon and gold colours
- No. 60047 in Colas Railfreight colours, one of the last operating examples still in this condition under GBRf
- No. 60051 in classic Railfreight Petroleum livery, retaining its original sector branding longer than most
- No. 60074 in two guises, the sleek grey Puma Energy version named *Luke*, and the eye-catching *Teenage Spirit* charity livery supporting the Teenage Cancer Trust

The dual release of No. 60074 marks a first for Accurascale, offering two distinct stages of this locomotive's life in one production run.

In addition to *Teen Spirit*, two additional Accurascale Exclusives will be available;

- No. 60022 in a stunning *Ghost* livery
- No. 60099 in an Accurascale-designed DC Rail livery

Modellers will be pleased to hear prices have been held from Run 1 (£169.95 for DCC-ready, £269.95 for DCC sound), and include flexible payment options. Pre-orders are open now via the Accurascale website and stockists.

Footplate and Dapol announce exclusive Hawthorn Leslie 0-4-0ST

The project marks the first time this particular industrial locomotive will be offered ready-to-run in O gauge— a welcome move, judging by the crowds around the Footplate stand where the first EPs were attracting a keen interest from both modellers and collectors.

A wide range of liveries is planned that will appeal to modellers aiming to recreate specific industrial settings or regions, as well as those seeking a small, characterful shunter for general duties. These include:

- Turners Asbestos *Asbestos* No.2780
- British Celanese *Henry* No.2491
- Isle of Wight Railway *Invincible* No.3135
- Port of London Authority No.56
- NCB Netherton *Bedlington* No.2779
- Newport Power Station *Faraday* No.3793
- Plain Black (unlettered)
- Tyne Electric Supply Co. No.13
- Marston's Brewery No.3

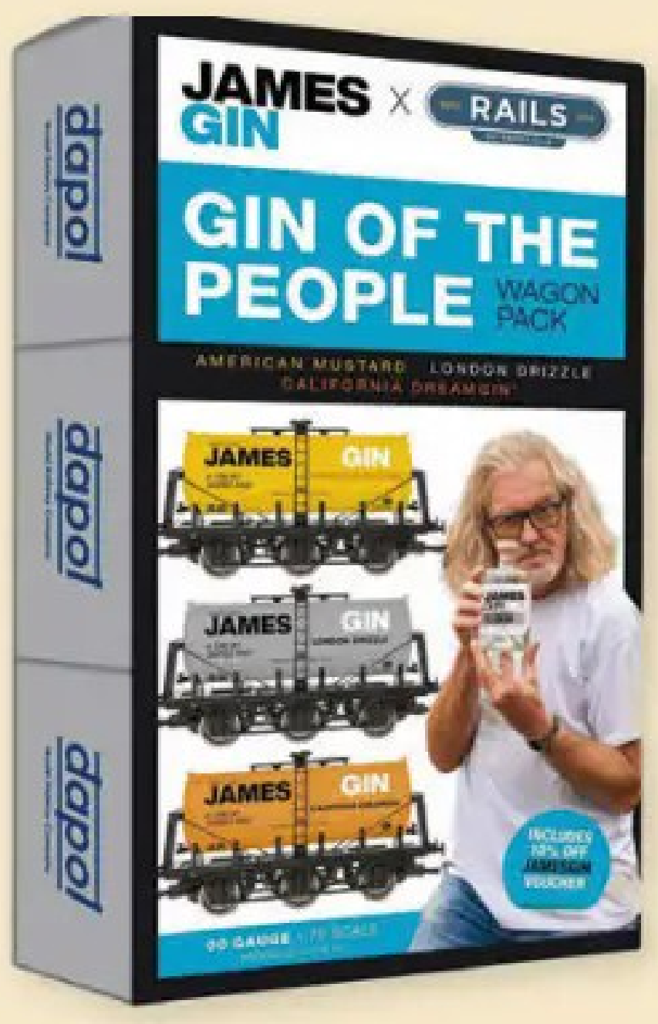
The manufacturers state that multiple cab and chimney variants will be offered, allowing for closer alignment with specific prototypes. The model will be available in three configurations - DCC-Ready, DCC-Fitted and DCC Sound-Fitted. Sold exclusively through Footplate and Dapol, delivery is projected for late 2026, with pre-orders currently open.

Prices are expected to start at £250 RRP, though official pricing for each version has not been confirmed in detail.

No3
MARSTON, THOMPSON & EVERSHED LD

James May 'Gin of the People' pack announced

Rails of Sheffield has announced the next release in its exclusive range of James May-themed rolling stock.



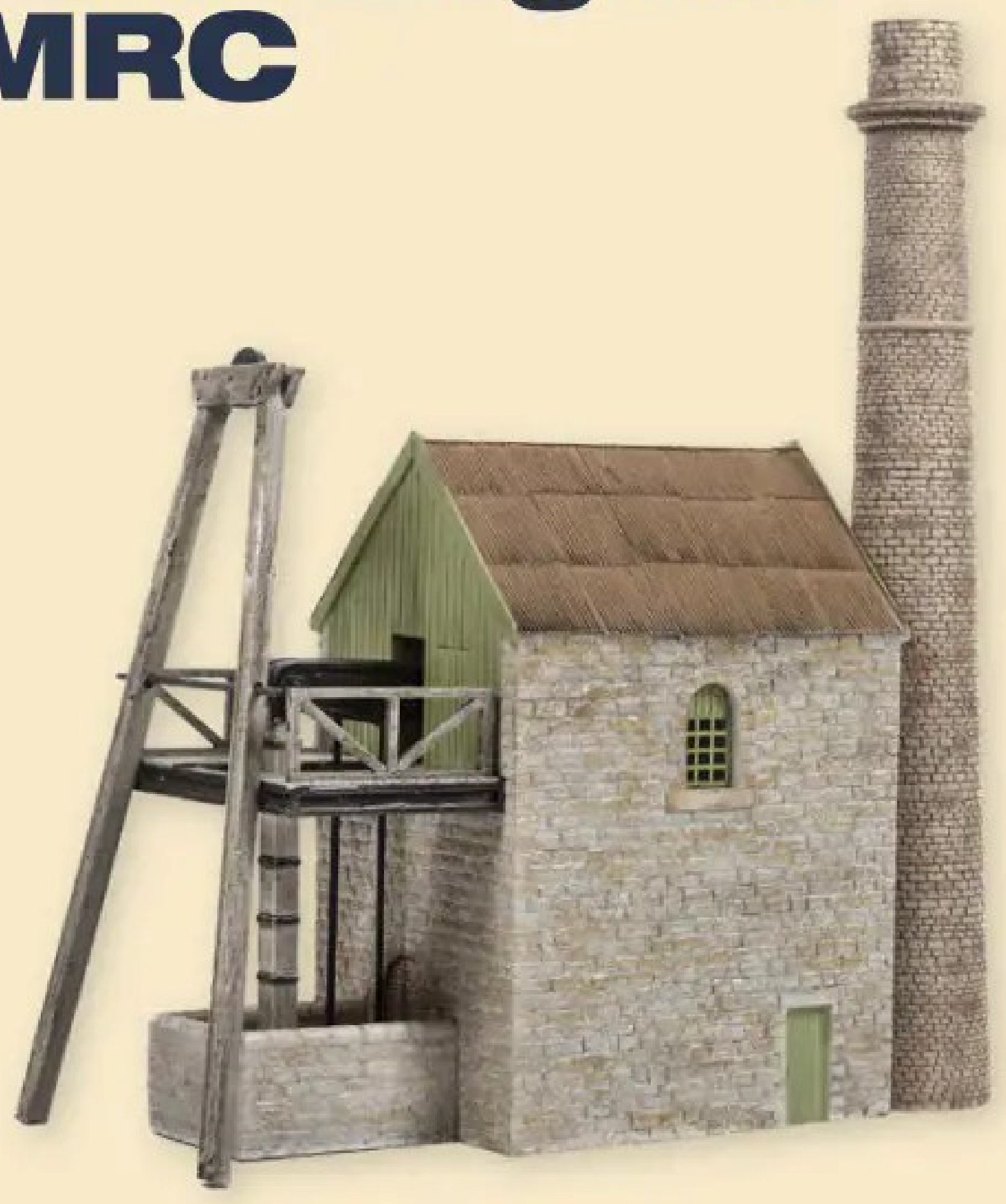
Due for release in Q4 2025, the 'Gin of the People' Wagon Pack features three OO gauge 6-wheel tank wagons, each finished in a distinctive livery inspired by the more unusual blends from the James Gin range — 'American Mustard', 'London Drizzle', and 'California Dreamgin'.

Produced by Dapol, these wagons are presented in a specially designed collector's box, complete with a 10% discount voucher for use on the James Gin website. RRP is £74.95.

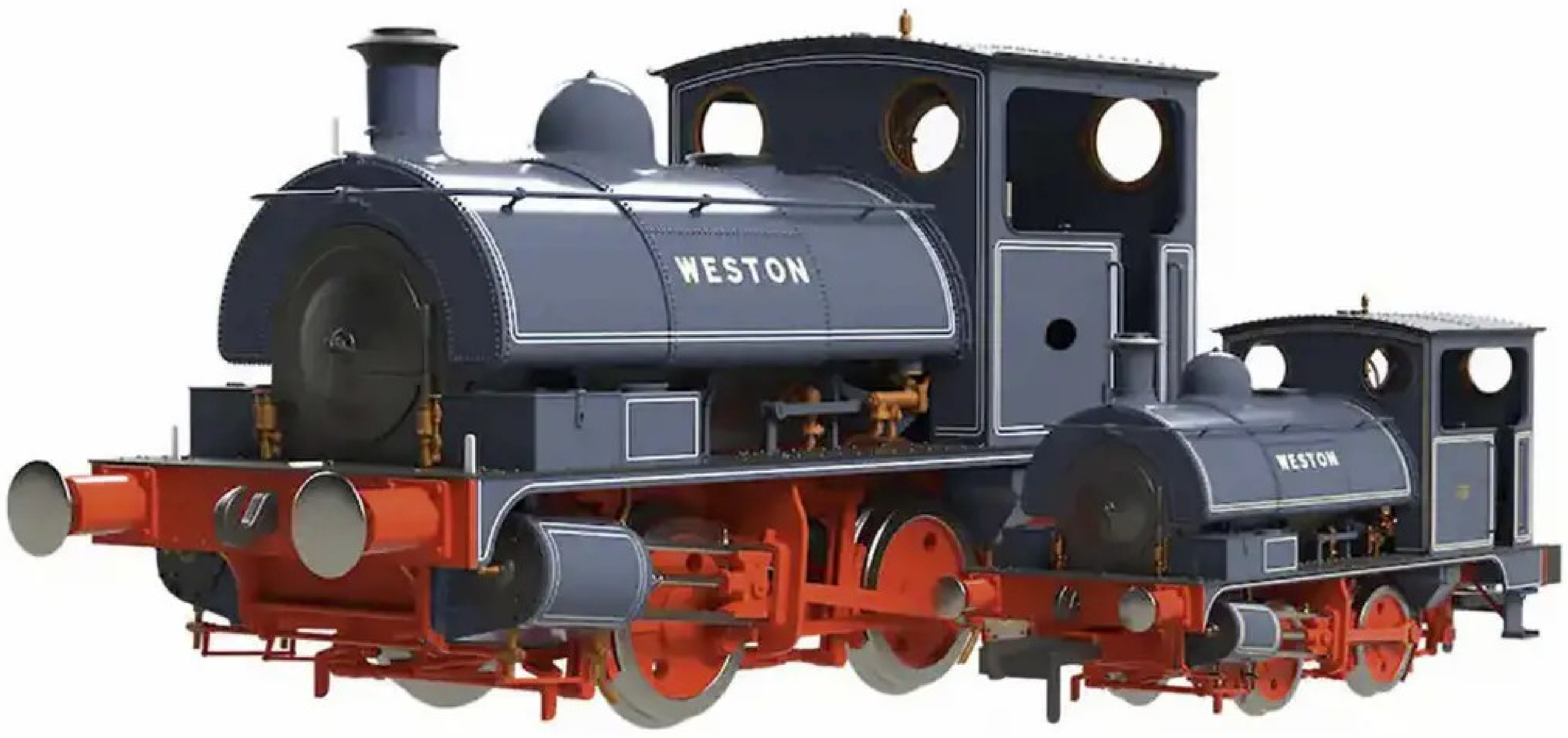
Exclusive Cornish Engine House from KMRC

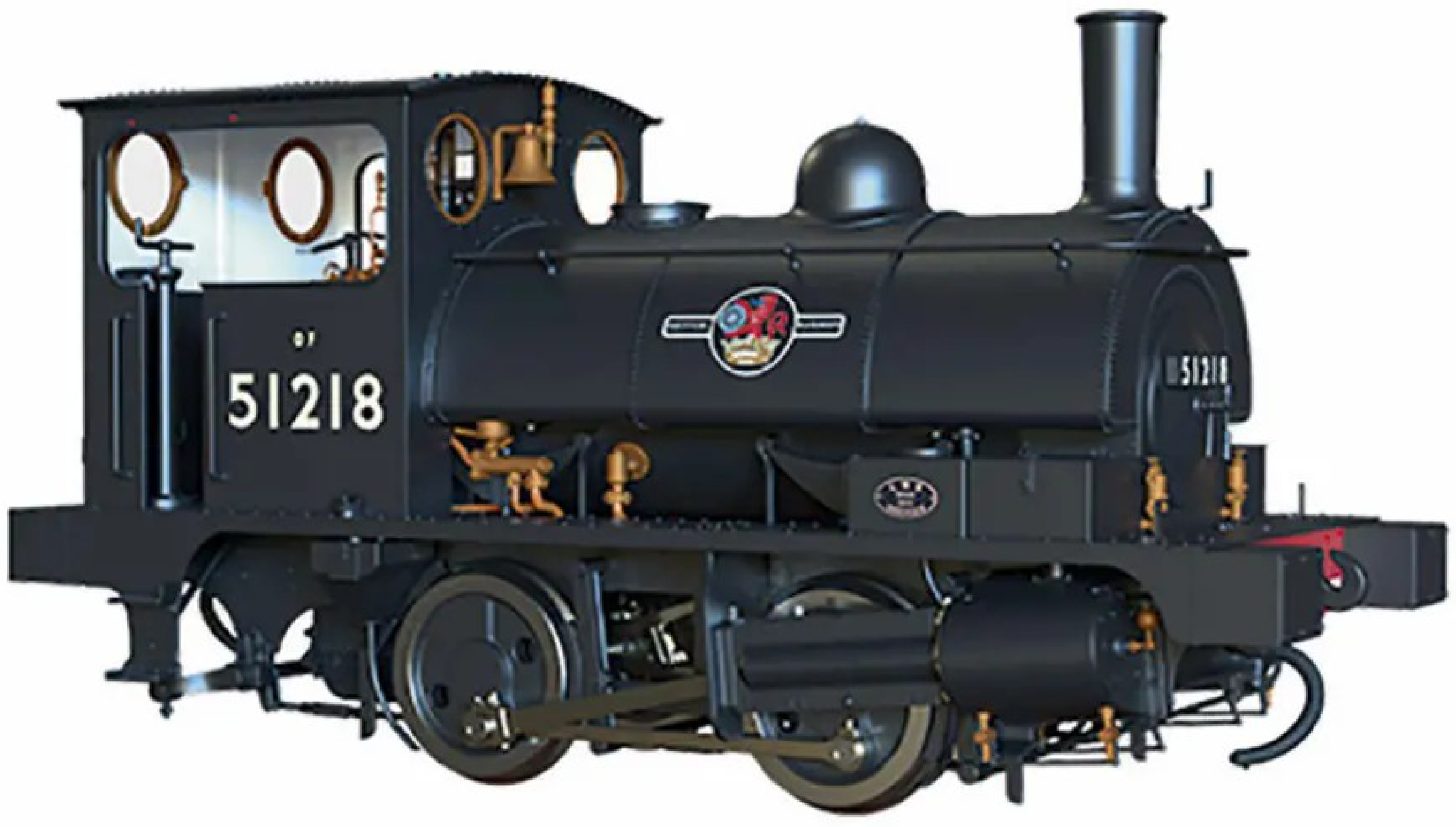
Revealed at the Camborne shop open day on September 5th, the OO model includes the engine house, tall chimney, beam engine and pit headstock. It is available to purchase now and will enable modellers to capture the industrial character of Cornwall's mining heritage.

This ready-made model is available exclusively from Kernow Model Rail Centre for £99.99.



Ellis Clark announces L&Y Class 21 'Pug'





Ellis Clark Trains and Clark Railworks have announced the arrival of a true industrial icon to its ranges: the Lancashire & Yorkshire Railway Class 21 'Pug', coming in both O gauge and OO gauge formats.

The two companies have combined forces to bring this pint-sized powerhouse to life across both major modelling scales. The O gauge model will be released under the Ellis Clark Trains brand, while Clark Railworks will handle the OO gauge version.

This dual-gauge approach reflects the popularity of the L&Y Pug and the growing appetite among modellers for compact, versatile locomotives with real historical charm.

Ellis Clark Trains and Clark Railworks are inviting enthusiasts to register their interest, with further updates, imagery, and pre-order options expected in the coming months.

Standard features include a fully working inside motion, opening smokebox door with internal detailing, glowing firebox and ashpan, mostly die-cast construction, removable slide bar covers and tank and cab variations.

Pricing
O gauge
RRP (DCC Ready): £325.00
DCC Sound Price: To be confirmed
Expected Release: Q3 2026

OO gauge
RRP (DCC Ready): £150.00
DCC Sound Price: To be confirmed
Expected Release: Q4 2026 – Q1 2027

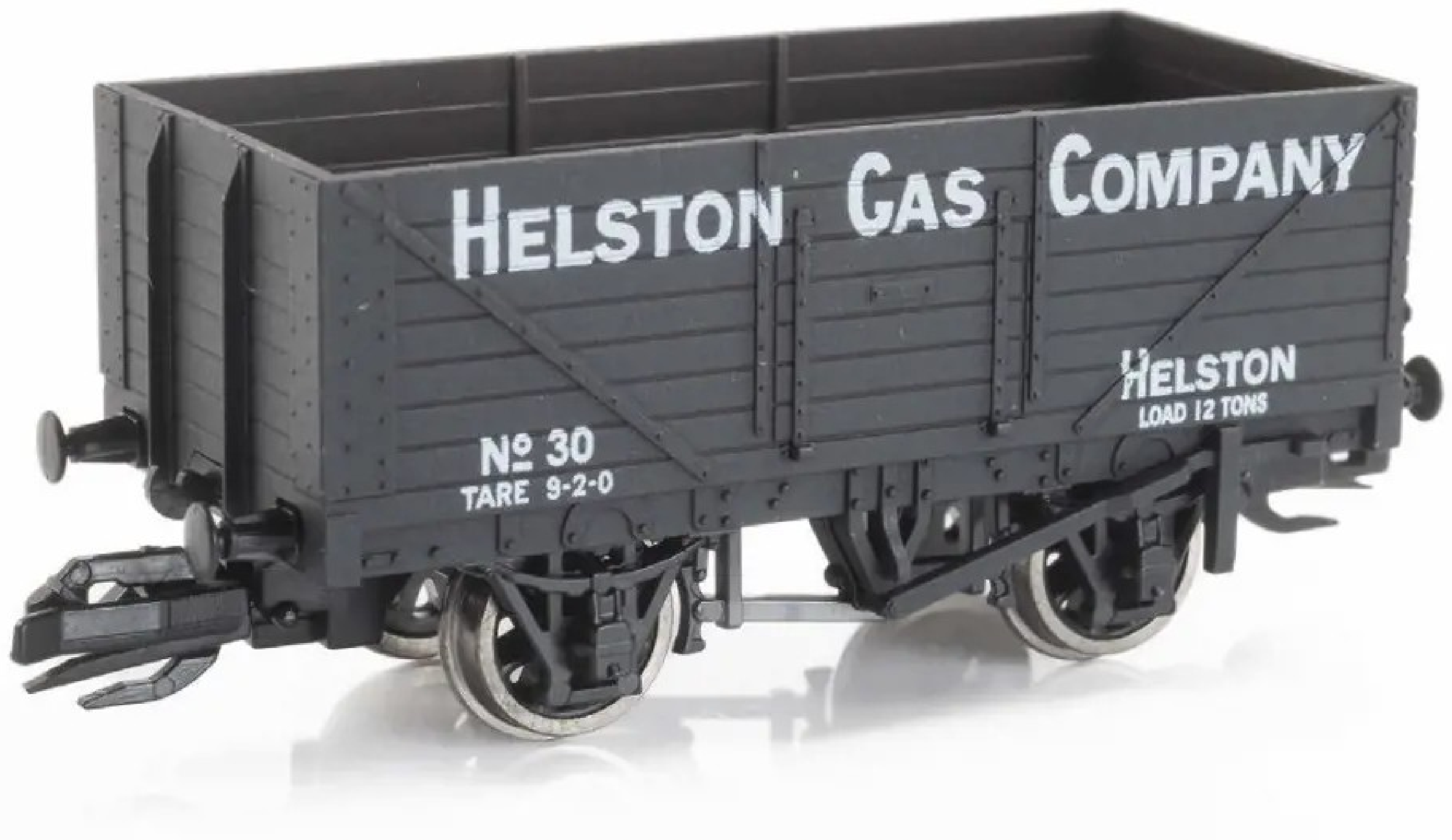
KMRC releases second exclusive wagon

Kernow Model Rail Centre has announced a 7-plank open wagon in the livery of Helston Gas Company No. 30.

Based on Peco's model of the standard RCH1923 9ft wheelbase 7-plank open, Helston Gas Company No.30 has been factory-weathered to replicate all the grime.

We can expect the model to have plenty of fine detail and it will feature free-rolling metal-tyred spoked wheels. A removable NEM355 TT:120 coupler will keep it fully compatible with the growing range of rolling stock in this scale.

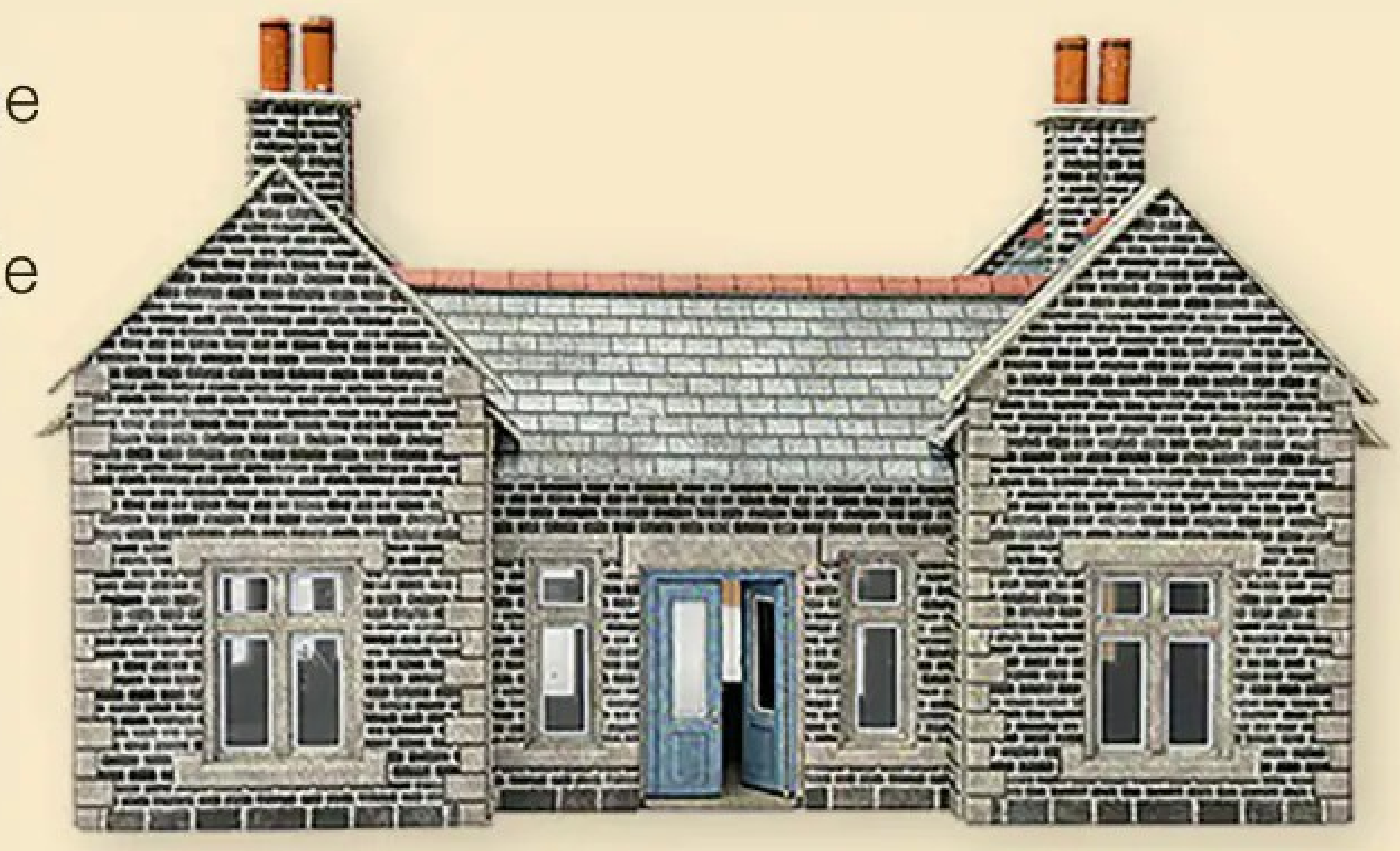
Retailing at £21.99, the model (catalogue number TTC023) is available now via KMRC's website and at its Camborne and Guildford stores.



Metcalfe introduces new range of village buildings

'Cardlywick' is an aptly named, fictitious village location for a new range of models, the first of which is available from late October.

Kicking off the new range will be "Little Cardlywick Station", which will provide modellers with a delightful space-saving building, including all the features of a large station but requiring very little space.

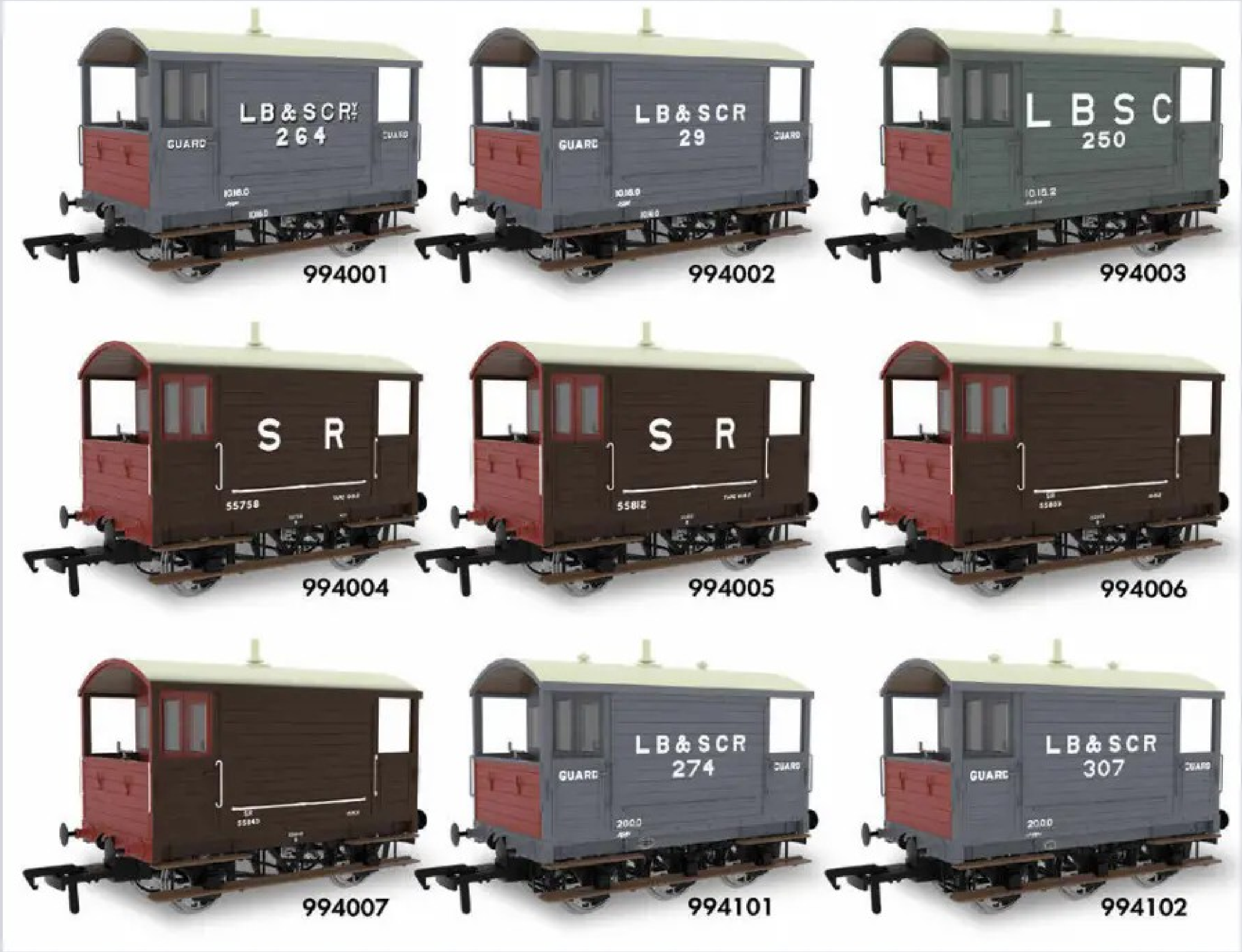


The Engine Shed steams ahead as 'Model Giant'

ModelGIANT
FOR BIG IMAGINATIONS
Awakens 8th September 2025

After more than 50 years of serving the modelling community, The Engine Shed in Ford, West Sussex, enters a new chapter and rebrands as Model Giant.

The rebrand follows nine months of careful refurbishment and a more inclusive product offering. The new slogan, "For Big Imaginations," hints at the ambition behind the rebrand. The shop continues to be owned and operated by Gaugemaster and there will be a continued focus on model railways as the core of the business.



Rails of Sheffield Rapido exclusive

Rapido Trains UK has unveiled a brand-new pair of finely detailed OO gauge models – the LBSCR 10-ton 4-wheel and 20-ton 6-wheel brake vans – available exclusively through Rails of Sheffield.

These will be offered in a wide selection of liveries representing both the pre-grouping London, Brighton and South Coast Railway (LBSCR) and Southern Railway periods.

In total, modellers will have a choice of seven versions of the 10t 4-wheel van and six versions of the 20t 6-wheel van, covering early and later liveries across both the LBSCR (early and late) and pre-/post-1936 Southern Railway eras.

The LBSCR 10t (RRP £44.95) and 20t brake vans (RRP £46.95) are available to pre-order now, exclusively from Rails of Sheffield.

Hornby TT:120 Parlour Brake Third Car No. 54 release

These splendid Pullman cars were reviewed in BRM earlier this year, and before that, as part of a TT:120 train set.

This latest example features a brake car, with guard's accommodation, in the form of Car No. 54 Third Class in pre-War condition (as such, it should have blinds at the windows, not curtains). It represents a wooden-bodied car (built in the early-1920s) with a heavy steel underframe, but with the superstructure clad in aluminium to give a more modern appearance. As with the rest of the range, it has lights. End boards to cover the gangways are supplied as separate items. The prototype is preserved, originally in Birmingham and sometimes part of the VSOE set.

Priced at £59.99, the new Parlour Brake Third Car is available to order now direct from Hornby.

Pullman carriages were first seen on Britain's railways in 1874, operated by the Midland Railway between Bradford Forster Square and London St Pancras. Initially, the coaching stock was imported from America, but the British Pullman Car Company, named after American pioneer George Pullman, was formed in 1882. The company entered into contracts with the various railway companies of the day to offer opulent first-class seating complete with at-table steward service.

PULLMAN
CAR No 54 THIRD CLASS

Manor Class 78xx returns

Accurascale confirms the return of its popular GWR 78xx 'Manor' Class locomotives, with a second production run introducing five new locomotives.

The upcoming models are…

- 7819 *Hinton Manor* – BR Lined Green (Late Crest)
- 7822 *Foxcote Manor* – BR Lined Green (Late Crest)
- 7825 *Lechlade Manor* – BR Lined Black (Early Crest)
- 7828 *Odney Manor* – BR Lined Green (Late Crest)
- 7827 *Lydham Manor* (Accurascale Exclusive)

For this second run, Accurascale has introduced a number of refinements based on customer feedback.

Most notably, sound-fitted models now benefit from a revised speaker setup, with a redesigned sound chamber to improve clarity and low-frequency performance.

The models are expected to arrive in Q4 2026 and will be offered in two versions:

£189.99 — DC/DCC Ready
£289.99 — DCC Sound Fitted

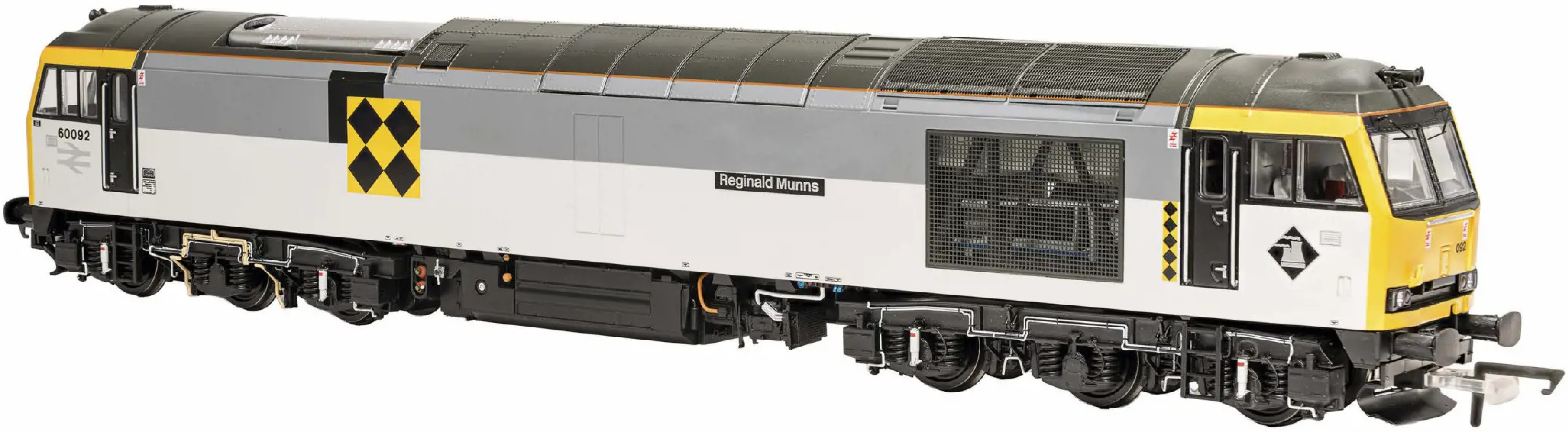
Pre-orders are open now via Accurascale's website and through authorised stockists.

7825
7819
7828
7822

WIN A CLASS 60!

Fancy winning the model featured in this issue of BRM?

Here's how...



One lucky reader can be the owner of the

Accurascale ACC2903 Class 60 60092 Railfreight Coal in DCC Sound-Fitted format!

Worth £269.99!

For your chance to win, answer the question below to enter the prize draw.

The Conservative government of Prime Minister John Major privatised the railways following the introduction of which Railways Act?

A: Regulation of Railways Act 1889
B: Railways Act 1921 (The Grouping Act)
C: Railways Act 1993
D: Gauge Act 1846

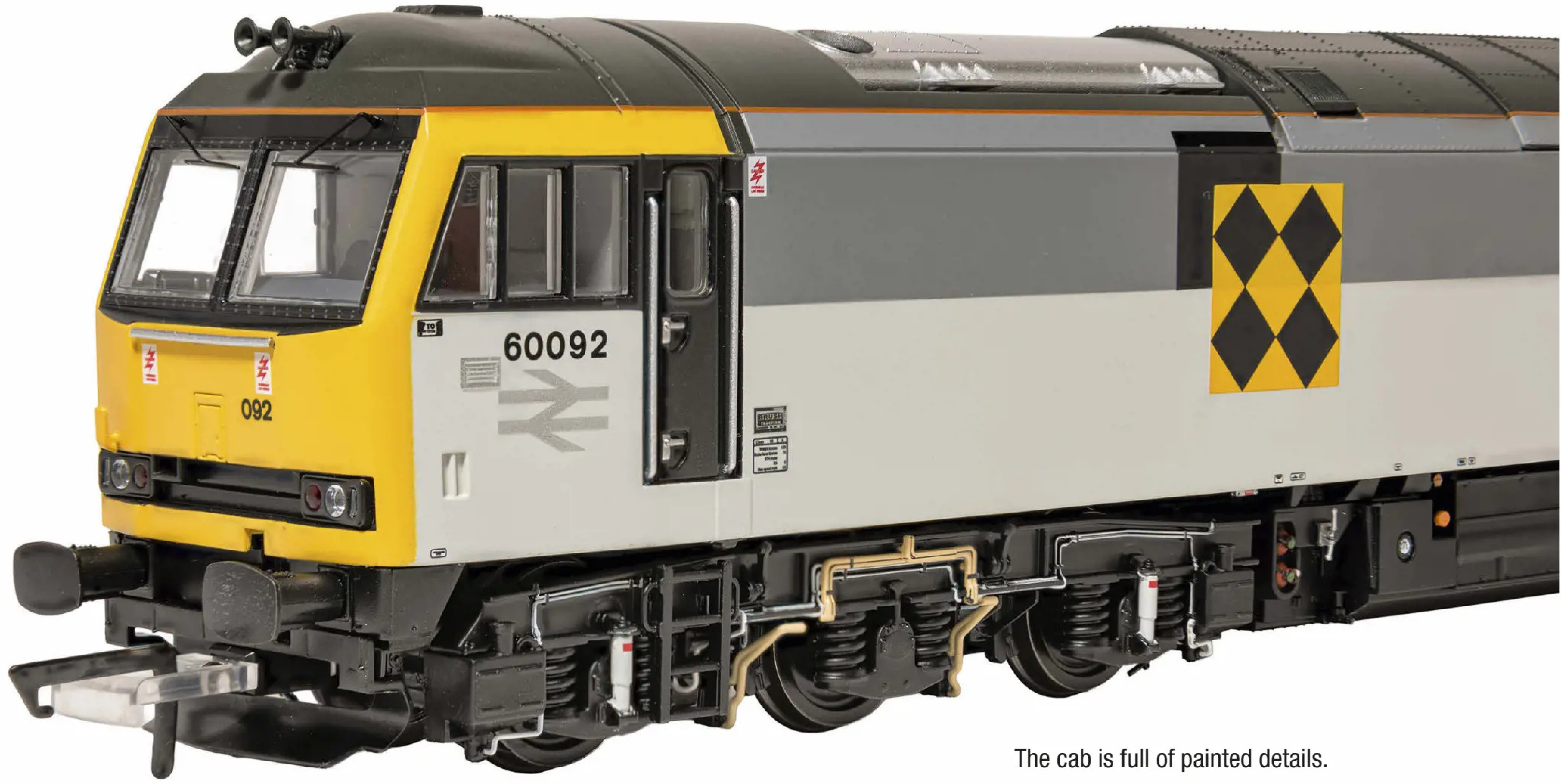
Head to www.world-of-railways.co.uk/ Competitions for your chance to win

The competition will close on November 30th, 2025.

REVIEWS 00 1990-modern day £££ 169.96-269.99

Accurascale Class 60

Steven Draper



The cab is full of painted details.

In the late-’80s, a need to haul coal, construction stone, petroleum and steel across much of the UK’s rail network generated the call for a new powerful Type 5 heavy freight diesel locomotive. The answer came with the reassuringly bulky British Rail Class 60, 100 of which entered service in the early-1990s, quickly gaining popularity with crews and enthusiasts who nicknamed them Tugs.

With slab sides from its stressed skin and monocoque construction, the initial thought is this should be a far easier prototype to model than some of the curvy classes or those with chunky character faces; however, simple doesn’t always find the OO shrink ray friendly. Would Accurascale’s attempt be any different?

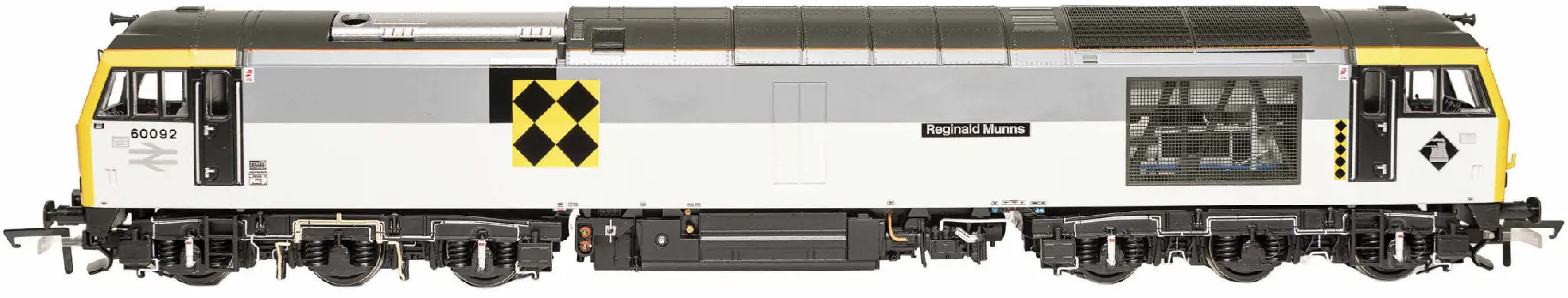
The large premium-feel box builds anticipation of quality, and inside I found the model carefully cocooned in ice-cube packaging surrounded by plentiful foam.

The 827g weight is immediately noticeable, hinting at a solid model with the authority to pull all the wagons you could possibly find.

Our review sample, 60092, looked ready for business in its Trainload Coal Sector livery, which really suits the squareness of the class well. The Railfreight triple-grey tones are applied with assured crispness and the yellow ends look right. All the small markings and nameplates are legible and there are *Reginald Munns* etched nameplates to apply should you wish.

Accurascale has successfully brought the character to life by using plenty of separate parts. The etched grills are really fine, allowing internal details to be seen and enjoyed. The cab interiors are fully-painted, with seats and consoles visible through the windscreens. I’m not a rivet counter by nature, but did check the cab window frames and other details with photographs and, as expected, they matched perfectly.

The bogies are works of art, busy with sandpipes, dampers and brake gear, and anyone choosing to weather the model will love applying effects to them. NEM couplings are fitted at both ends, creatively poking through a slot in the plough. I really like the additional buffer beams found in the detailing pack for those who wish to enjoy cosmetic screw-link couplings at one end or for display.



The livery application is excellent.

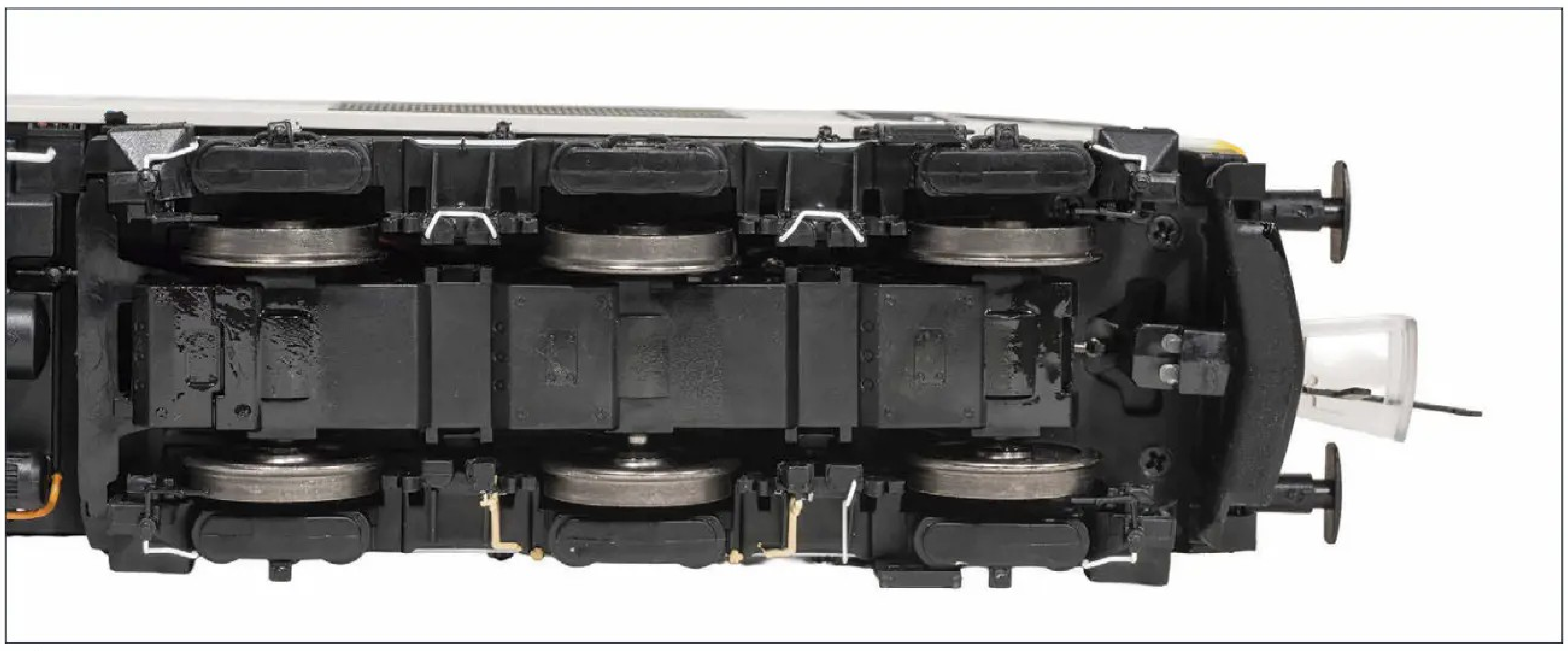
Fine grills, interior detail and bogies really add to the character.

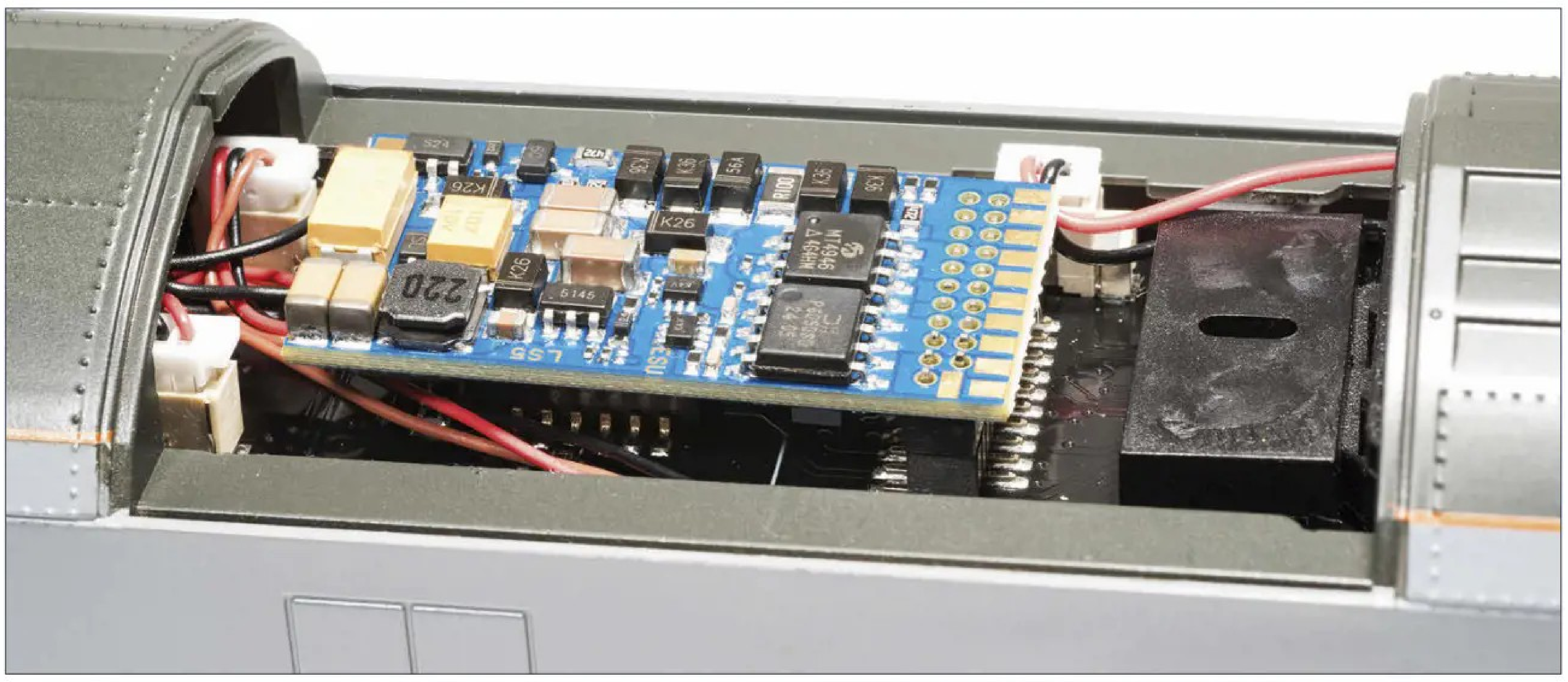
The model is full of advanced electronics, and Accurascale provides information and advice about suitable controllers and adding DCC chips. Thankfully, given the detailing, there is no need to take the body off to add a chip; a convenient roof panel easily lifts off to provide access.

Our sample was DCC sound-fitted and with all-wheel drive purred slowly and smoothly straight from the box. Part of the enjoyment of this model is exploring the many sounds and lighting functions, everything from horns to compressor noises.

The Mirrlees engine has a distinctive growl and this has been captured very well. The start-up sequence is convincing and the loco notches up under load in a very natural way with the twin speakers providing plenty of depth and volume.

If I'm super critical, at full accurathrash in a very quiet room, the sound does 'mush' very slightly to my ears, but under normal conditions, I was more than pleased. The supplied driver's manual provides CV information if you need to adjust or experiment with the volumes.


All the axles are powered.


Access to the DCC socket and light switches via the lift of a lid.

FACTFILE

Models (review items in bold):
60001 -- *Steadfast* - Works Grey Livery
60007 -- Loadhual Black Livery
60021 – *Penyghent* -- GB Railfreight Livery
60033 -- Tees Steel Express – EWS/ British Steel Blue Livery (Exclusive to Rails of Sheffield)
60031 – *Ben Lui* – Triple Grey Metals Sector
60015 -- *Bow Fell* – Transrail Grey DC Rail Freight
60065 -- *Spirit of Jaguar* -- EW&S Livery
60075 – *Liathach* – Mainline Grey
60092 – *Reginald Munns* – Triple Grey Coal sector
60100 – *Midland Railway Butterly* -- DB Cargo Livery (exclusive)
Construction: Diecast chassis and plastic body
Weight: 827g
Era: 1990-modern day
Price: £169.96-269.99
Minimum curves: Radius 2
Accessories: Snow plough, bufferbeams, pipework, screw couplers and nameplates.

WHAT WE LIKE

- ✓ Sound and light functions
- ✓ Prototype character
- ✓ Fine detailing and livery application
- ✓ Alternative bufferbeams

The number of wagons quickly exceeded the dimensions of my test layout, so using a precision dynamometer, I was able to establish a slipping point of 1.8 newtons – that equates to a lot of wagons!

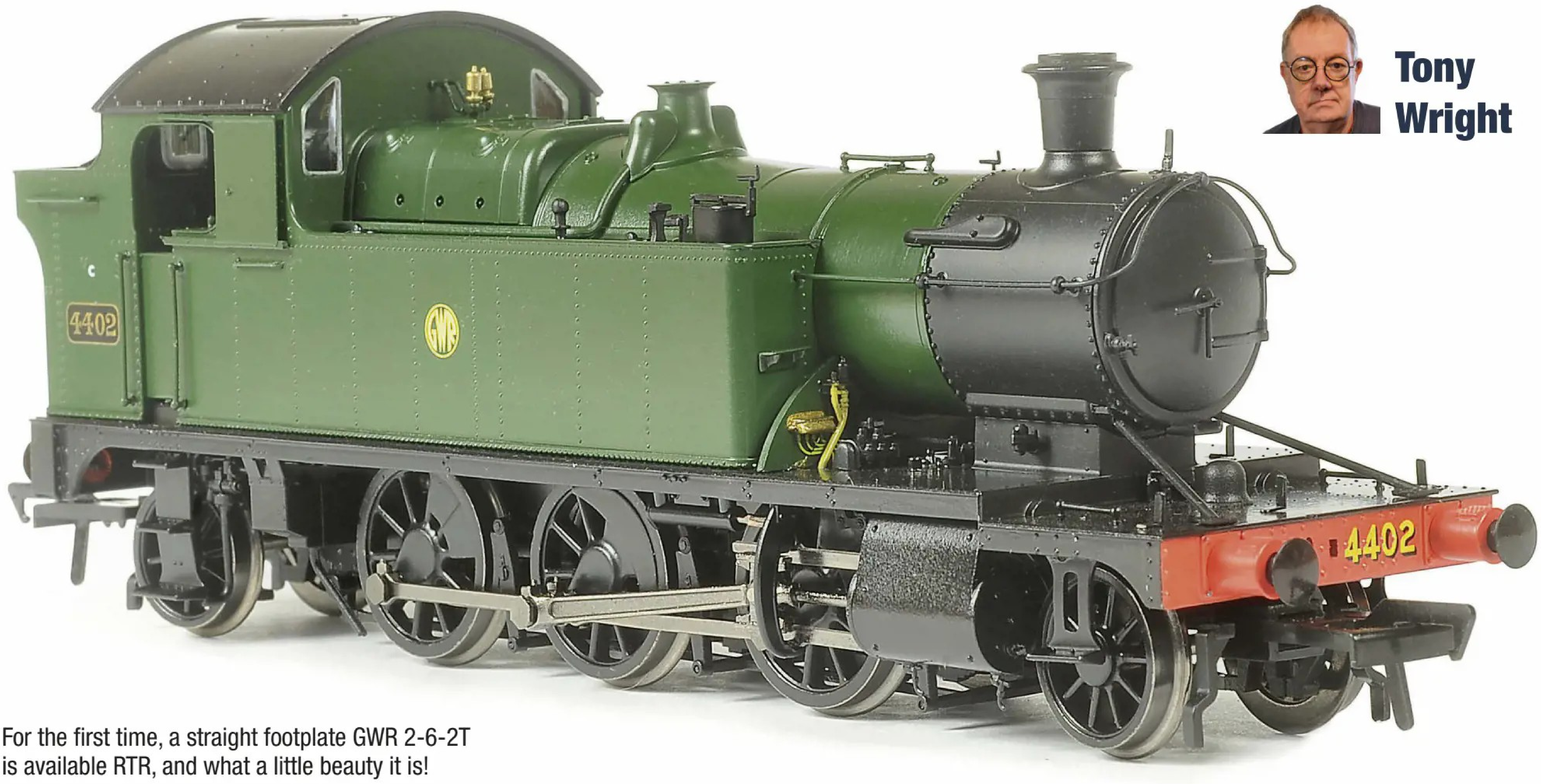
At £269.99 for the sound-fitted version, it isn't a budget model. That said, I do think you get a lot for the money: factory sound, twin speakers, independent lighting, stay alive and a very high standard of detailing. To add all of that to a cheaper base model yourself would cost more in the long run.

Accurascale has delivered a Class 60 that finally looks powerful and purposeful and it's hard to find aspects requiring improvement. The proportions, the livery and the sound all capture the essence of the prototype, and the running qualities are excellent.

For me, this is one of the best ready-to-run diesels I've seen in OO for some time and whether working a layout or residing in a collection, it certainly tugs at the heartstrings, too!

Rapido GWR 44xx 2-6-2T

Tony Wright

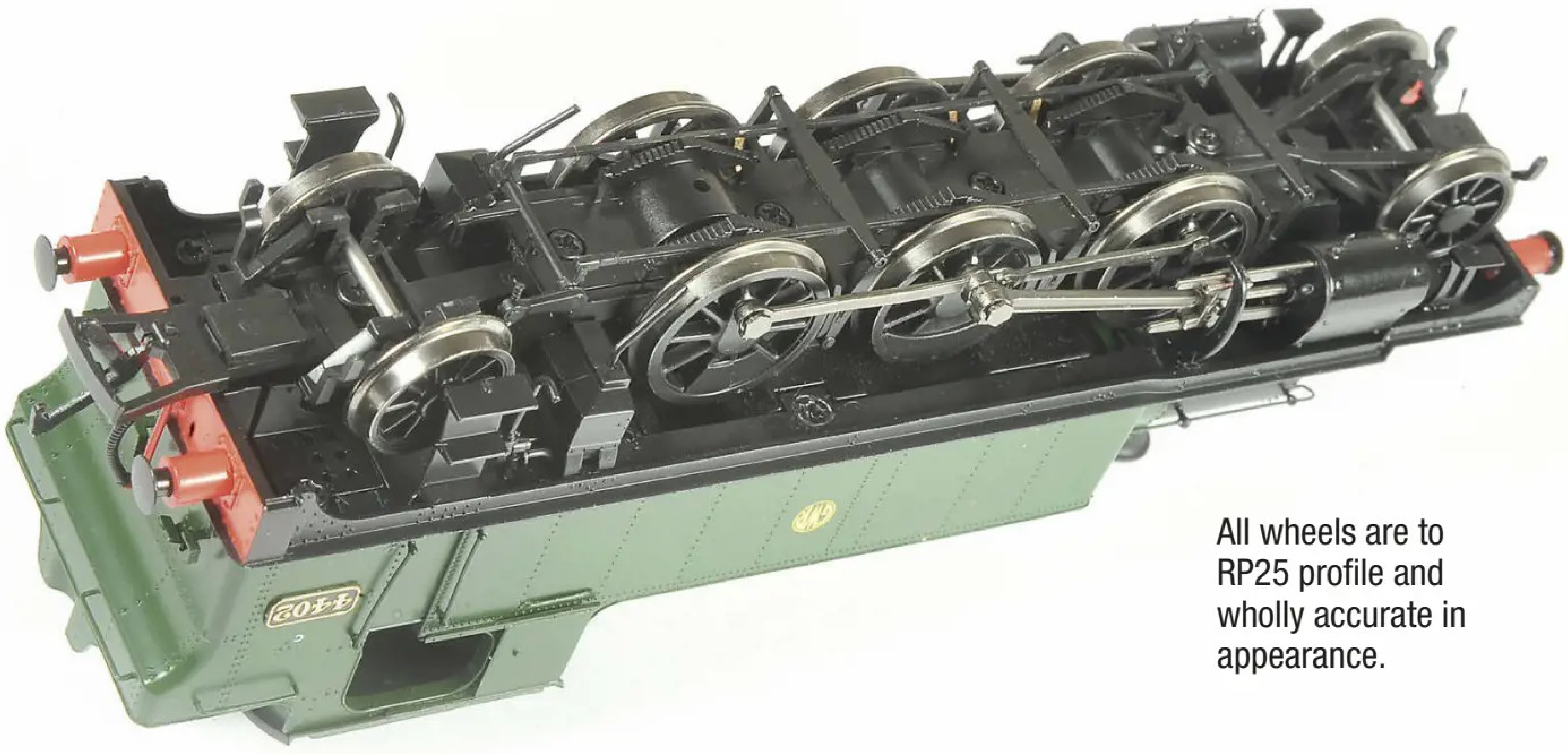


For the first time, a straight footplate GWR 2-6-2T is available RTR, and what a little beauty it is!

This is Rapido's first attempt at producing a locomotive of GWR design – a first attempt that is an outstanding success in my view.

The prototypes of these diminutive Prairies were built between 1904 and 1906, the first (No. 115) being built at Swindon and a further 10 at Wolverhampton. At first allotted the numbers 3101-10, they then became 4401-10, No. 115 taking the number 4400, and thus the class description 44xx. When built, they had short bunkers, but these were later extended (this is the form the model represents). Down the years, there were several detail alterations, including different chimneys, buffer types, boiler-top handrails and the provision of sliding shutters to the cab apertures. Their small driving wheels hampered higher speeds, resulting in the construction of the larger-wheeled Class 45xxs immediately after. Nonetheless, the 44xxs did useful work for almost 50 years, particularly on the branch lines in the South West. They lasted into early BR days in black with either 'British Railways' or the first BR device applied to the tanksides, but still retaining their GW cast numberplates on the bunker sides.

Rapido's tooling suite has enabled the production of several of the variations seen down the years. The model sent for review represents the 1930s, with the 'shirt button' logo central on the tanksides, parallel-shank (sprung) buffers and a handrail on top of the boiler. The number is correctly carried on the front buffer beam, but it's missing from the rear one – a puzzling omission, given the usual diligence of the company's researchers/designers. Checking on all the information at my disposal, this delightful little loco ticks every box with regards to overall accuracy, detail, quality of finish and performance. It's beautifully put together and incorporates what must be many separate parts. Despite being difficult to observe, the cab interior is fully-detailed, and looks most authentic when illuminated by the firebox glow. For those using DCC, a speaker is present in the bunker. The livery application is perfect, with a really deep Brunswick green apparent. Contrary to popular belief, not all GWR locos carried a copper-topped chimney and a brass safety valve bonnet, and this loco, correctly, doesn't have them. The spectacle plate is neatly flush-glazed, as is the cab rear, with the finest representations of the bars to prevent coal from damaging the rear spectacles (all of which appear to be separately-applied – amazing!).



All wheels are to RP25 profile and wholly accurate in appearance.

The NEM pocket on the pony does slightly catch the screw shackle, but doesn't impede running.

I added the beautifully-etched number plates (a dab of PVA). For the first time, these are pre-cut-out.

The chassis is exquisite, and the driving wheels (with generous gaps between the spokes) are superbly represented. All the wheels are true-round, concentric and have consistent back-to-backs, enabling the loco to run smoothly through hand-built OO pointwork and Peco Streamline. The vacuum pump on the offside is present and operates perfectly. Given its small size, the loco is quite heavy, enabling it to haul scale loads well in excess of its prototype equivalent. Running at all speeds was superlative – quiet, smooth and entirely jerk-free. At last, on a modern RTR locomotive, removal of the body is a doddle, not fraught with ominous cracking noises or parts dropping off. The footplate remains with the chassis, and one must take care not to damage the front platform supports when putting things back together – their front ends merely clip into holes in the footplate, no adhesive being necessary. Just one note of caution – the five small screws that hold the body to the chassis are not all the same size. The two central ones are countersunk, so don't get them muddled up.

There are the usual extra bits and pieces supplied for the purchaser to fit, if desired. These include scale shackles (which can catch the NEM pockets on the ponies on curves after the tension-locks have been pulled out), a vacuum brake standpipe and train-heating pipes (the last-mentioned were taken off during the summer months for maintenance, not being required at that time).

FACTFILE

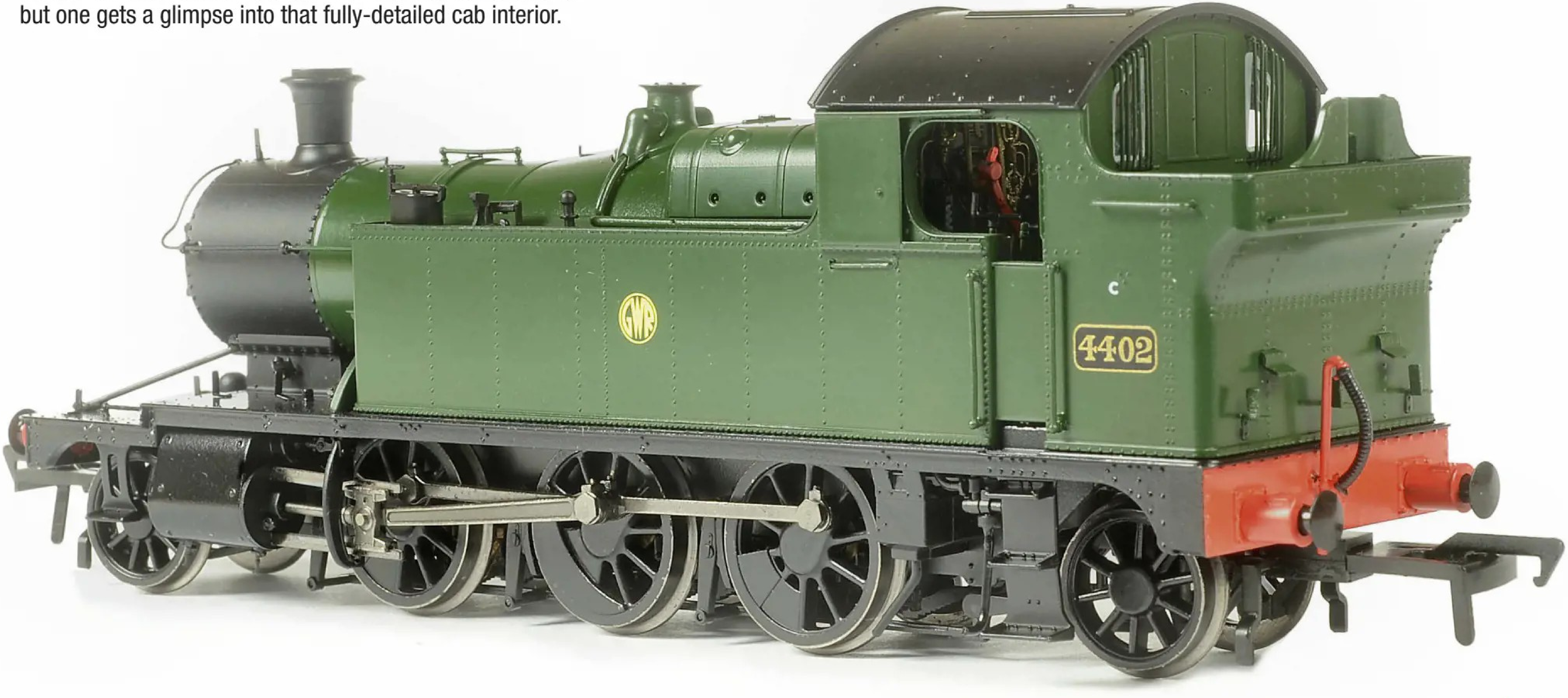
Models (reviews items in bold):
GWR 44xx No.4400 Great Western Green
GWR 44xx No.4408 Great Western Green
GWR 44xx No.4402 GWR Green with 'Shirtbutton' Roundel
GWR 44xx No.4406 G W R Wartime Green
GWR 44xx No.4404 British Railways (serif) Green
GWR 44xx No.4409 British Railways (sans serif) Lined Black
GWR 44xx No.4406 BR Early Crest Lined Black
GWR 44xx No.4401 BR Early Crest Plain Black
Construction: Die-cast metal and plastic
Weight: 260g
Era: 1904-1950s
Price: £172.95-284.95
Minimum curves: Radius 2
Accessories: Scale shackles, vacuum brake standpipe and train-heating pipes

WHAT WE LIKE

- ✓ Dimensional accuracy
- ✓ Attention to detail
- ✓ Quality of finish
- ✓ Superlative performance

I've said before, that every new RTR model I review seems to 'lift the bar' and this is no exception. My dictionary of superlatives needs expanding!

It's a shame no number is present on the rear buffer beam, but one gets a glimpse into that fully-detailed cab interior.



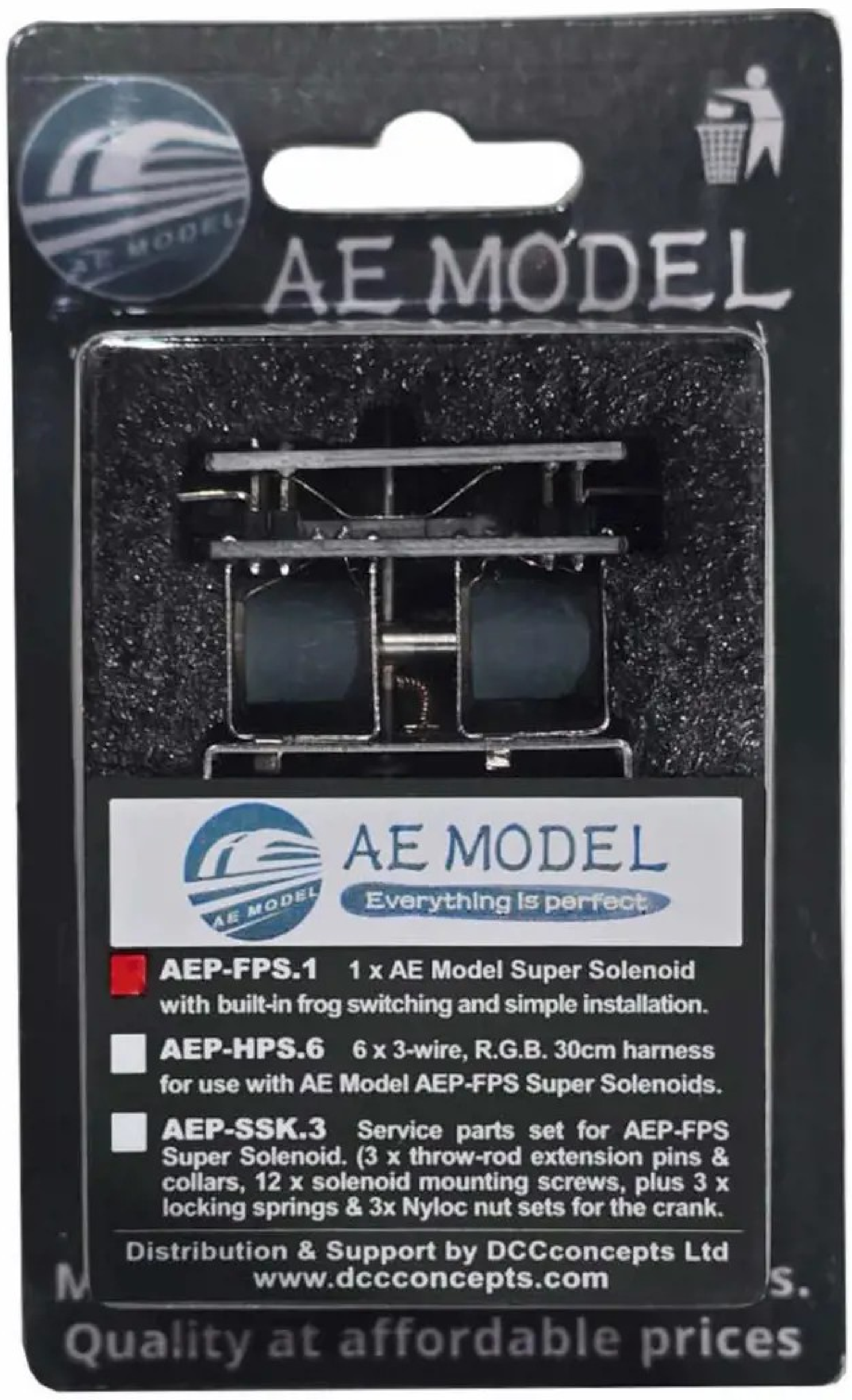
DCC Concepts AE Model Super Solenoid

Ian Mellors

A new entrant into a very packed market is the AE Model Super Solenoid. To stand out from the crowd, it claims to be easy to install and highly efficient, strong but also surprisingly gentle in action, so it won't damage handmade or finescale turnouts like conventional solenoids do. It also has a gentle latching spring, so it can handle loose-blade turnouts or those that have tie-bar springs. Even handmade turnouts with one-piece point blades are claimed to be held in position well.

On test, this seems to be the case, but don't expect slow action like a servo or Tortoise-style turnout motor; they are solenoids after all, but the action seems softer than more common solenoids. The latching spring, while light, does hold the operating pin in position against the spring of my hand-built turnouts.

The built-in frog switch has heavy-duty gold wiping contacts and should prove reliable for many years. Being open and exposed to the elements makes it not ideal for garden layouts or layouts in dusty environments, though. Extra enclosures to keep the elements out would be a good idea.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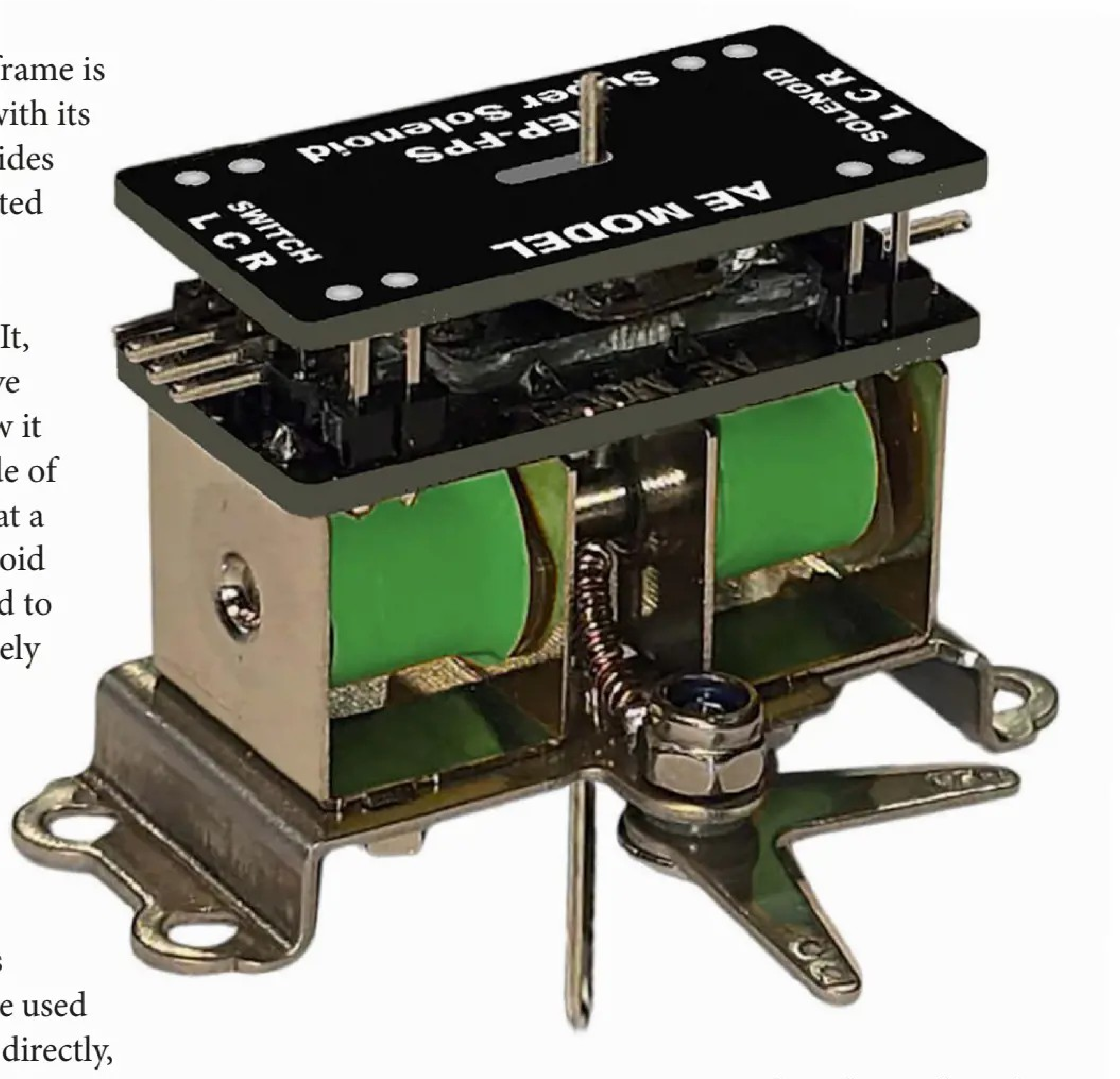
The stainless-steel frame is strong, and together with its four fixing holes provides a very robustly-mounted unit that, once set in place, is very unlikely to move while in use. It, however, does not have the fixing lugs to allow it to clip to the underside of a set-track turnout that a Hornby or Peco solenoid has. It must be secured to the baseboard separately and good alignment will need to be considered when installing.


Super Solenoid
AEP-FPS
AE MODEL
SWITCH L C R
SOLENOID L C R

A very useful addition is the crank lever attached as standard. This could be used to operate the turnout directly, especially if mounting alongside on top of the baseboard. It could also be used to operate other external accessories like semaphore signals, if suitable levers are arranged.

The motor is supplied with a pair of wire tails that simply plug into the circuit board contacts, making wiring straightforward. A good instruction leaflet is provided showing possible ways of wiring things up. The tails are 200mm long, one set to connect to the turnout stock rails and frog and the other to your chosen method of control. If you have a DCC accessory decoder close by, 200mm wires will be sufficient, but if your control systems are further away, some way of extending these wires will be necessary. A longer 300mm set of tails is available separately.

Now to cost. List price for a single unit is just under £15.00, which seems a little expensive when compared to the base cost of rivals, but comes with everything you need to get things up and running – no need to buy and fix a separate switch. Baseboard fixing is as standard, with screws supplied – no need to buy and fit a separate fixing base. They are also available in multipacks, which brings the unit cost down a little.

In summary, a great product that will work for the majority of users straight out of the box, including modellers who are building their own turnouts. Cheaper options are available if you don't need frog switching or are happy to solder your connections.

FACTFILE

Dimensions: Width of fitting plate: 20mm; Length of fitting plate: 50mm;Height of motor (not including throw pin): 32mm; Length of pin protruding from motor base: 40mm
Price: Single: £14.95, 6-pack: £83.95 12-pack: £155.95

WHAT WE LIKE

- ✓ All in one unit – comes with all you need
- ✓ Gentle operation – kinder to hand-built turnouts
- ✓ Robust construction – will survive knocks while in use
- ✓ Spares packs of screws, nuts, throw rod extensions and locking springs are available

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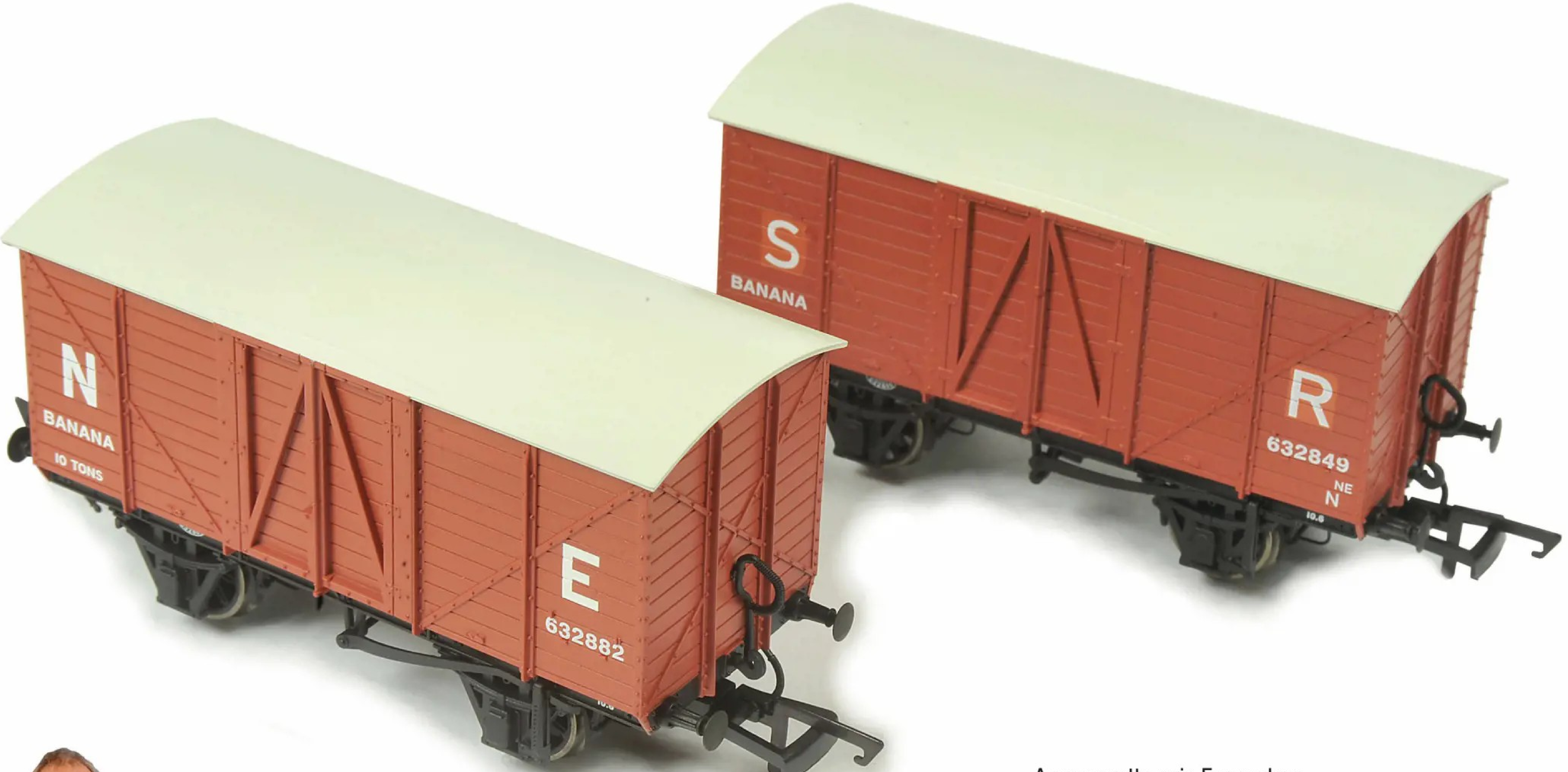
00 1923-early-'60's £££ 19.95

Oxford Rail Banana Vans

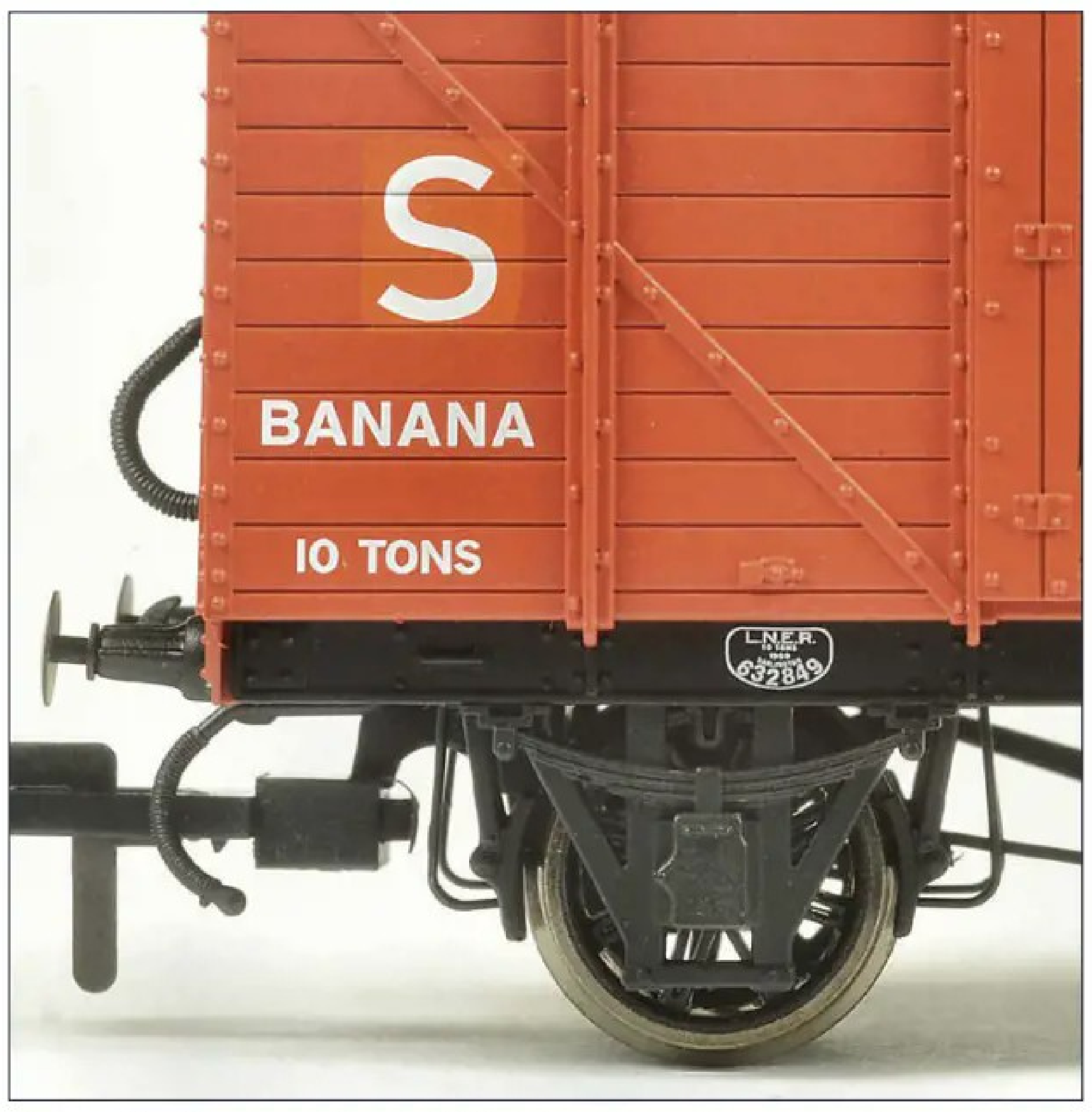


A very pretty pair. Even when allocated to the SR, the vans kept their LNER numbers.

Tony Wright

The latest releases from this enterprising outlet are these GE-designed 8T vans. Though originally intended as non-ventilated, general-purpose vans, at the Grouping in 1923, the LNER converted them into Banana vans, and, as such, became the only goods van types fitted with steam-heating. This was used to ripen the fruit on its journey by rail from port to market. To begin with, they ran mainly from Hull, but when the main fruit-importing company started using Southampton as its port, the LNER loaned most of the fleet to the Southern, which company then added 'SR' to the vehicles. The types lasted in traffic as BR's property until the early-'60s.

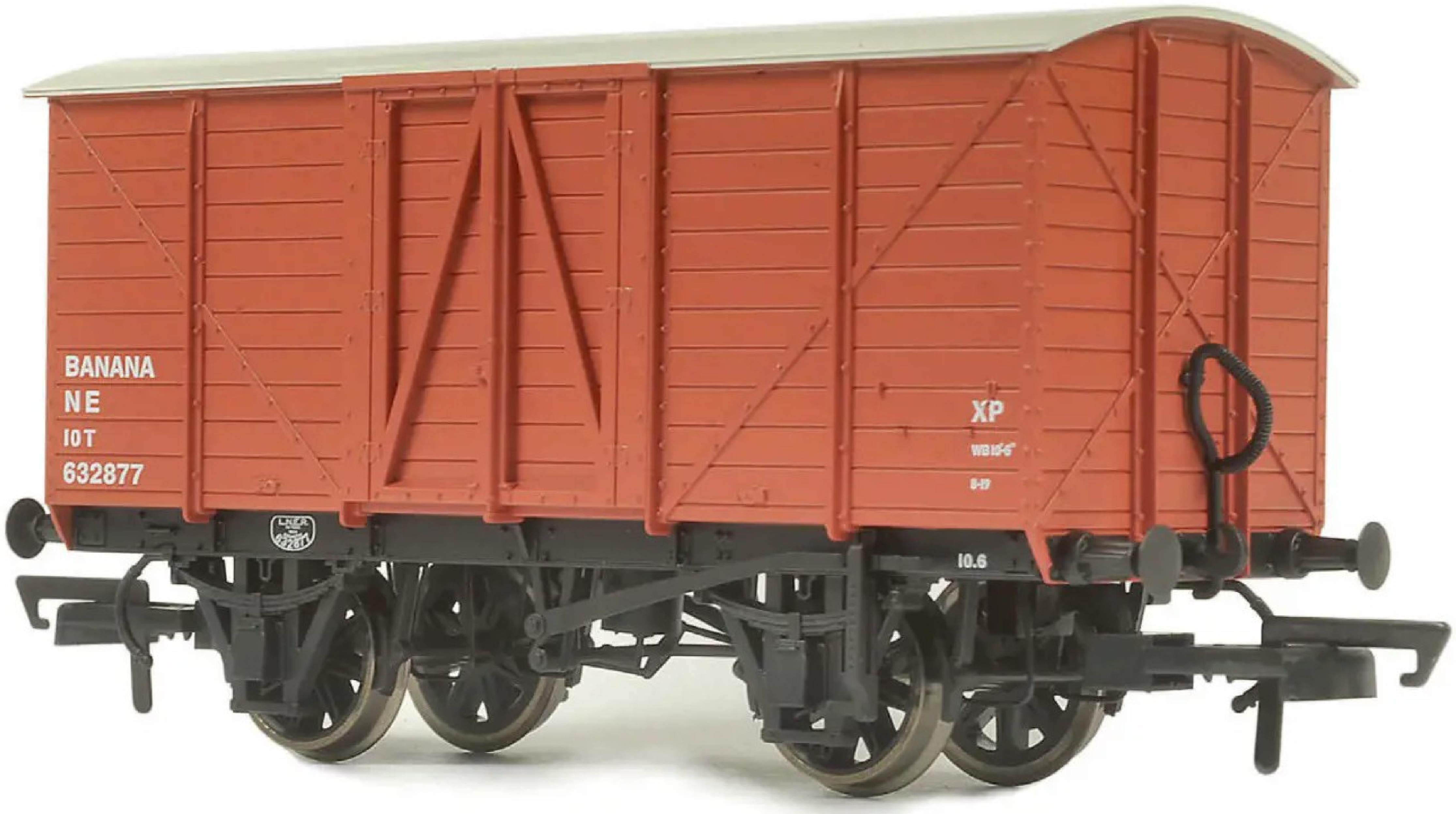
Oxford Rail has supplied four models for review, representing LNER pre-1937 condition, SR condition, LNER post-1937 condition and BR condition. All are in bauxite, as befits fitted vans. All are very crisply-moulded, with excellent detail (with several parts separately-applied) and with good definition. Though I don't have a scale drawing of this particular vehicle type (LNE Dia, 42) with which to check dimensions, I'm not sure about the arrangement of the horizontal planks on the bodysides. Indeed, on looking at a prototype picture on page 101 in David Larkin's *The Acquired Wagons of British Railways Volume 4* (this magnificent series is a must for any modeller's bookshelf), there are more horizontal planks present on the side of the full-sized thing, not all equally-spaced. That said, the end plank numbers are the same, so was this a later modification? Looking at that same prototype shot, the vacuum standpipe is cranked the opposite way from that on the model(s).



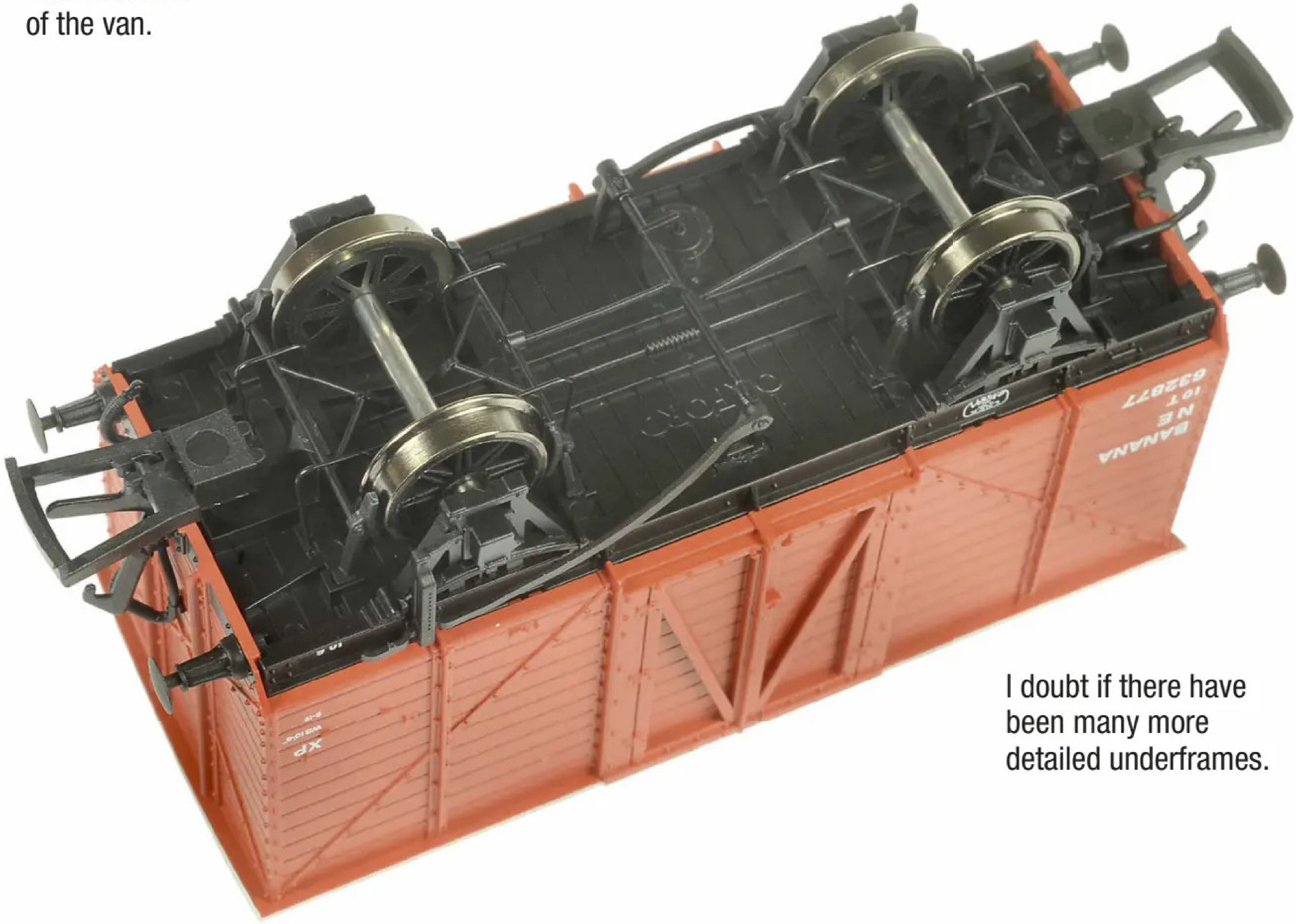
Despite their original 8T designation, as Banana vans, they were upgraded to 10T.

All the wheels are of the correct pattern, true-round and have consistent back-to-backs, enabling the vehicles to run smoothly through a variety of pointwork. The underframe detail is exquisitely-observed. Body-printing is crisp and beautifully-applied – I particularly liked the slight 'halo' around the 'S' and 'R' branding. Is this a 'happy accident' or intentional, I wonder? For those (like me) who dislike the industry-standard tension-lock couplings, a pair of delightful, dead-scale screw-link shackles is provided

As usual for Oxford Rail, these vans represent exceptional value for money. My observations about the plank dimensions/arrangements might be incorrect, and I concede that point. All in all, though, an excellent addition to its range of RTR vans.



The post-1937 manifestation of the van.



I doubt if there have been many more detailed underframes.

FACTFILE

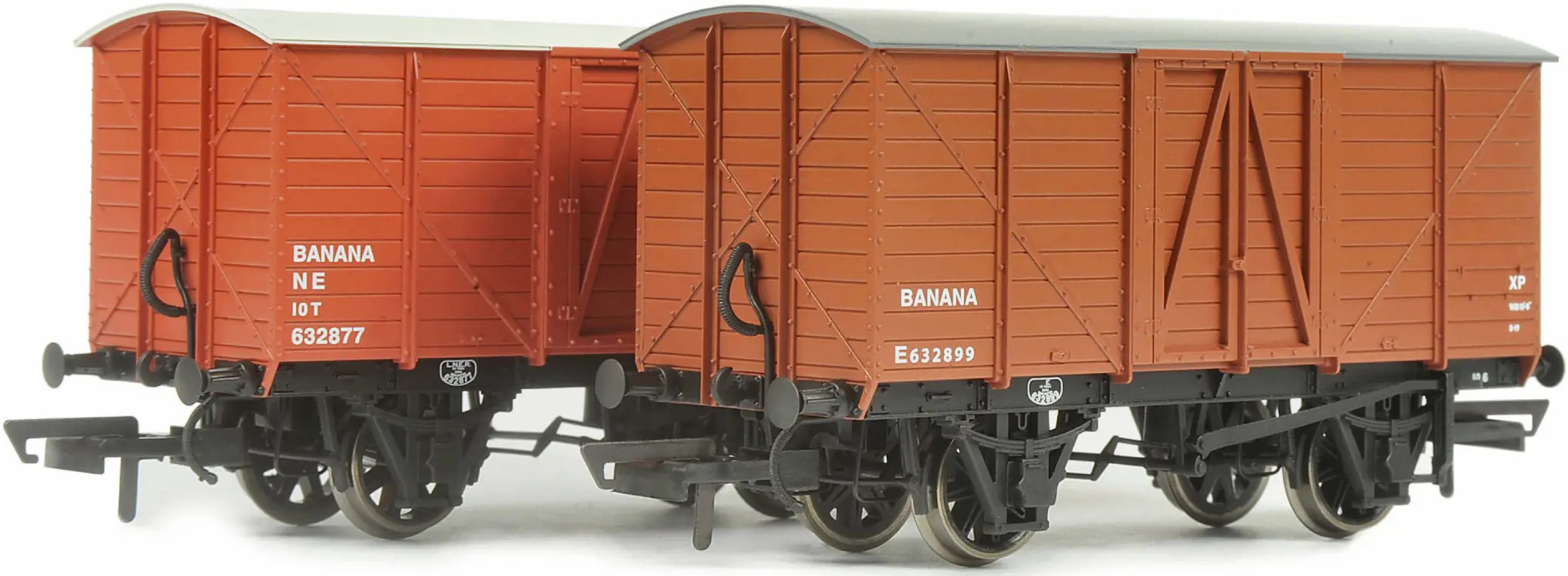
Models (reviews items in bold):
- GE Banana Van - BR E632916
- GE Banana Van - BR E632896
- **GE Banana Van - BR E632899**
- GE Banana Van - Patched SR 632834
- GE Banana Van - Patched SR 632901
- **GE Banana Van - Patched SR 632849**
- GE Banana Van - LNER (post 1937) 632898
- GE Banana Van - LNER (post 1937) 632920
- **GE Banana Van - LNER (post 1937) 632877**
- GE Banana Van - LNER (pre 1937) 632900
- GE Banana Van - LNER (pre 1937) 632879
- **GE Banana Van - LNER (pre 1937) 632882**

Construction: Plastic
Weight: 26g
Era: 1923-early-‘60s
Price: £19.95
Minimum curves: Radius 1
Accessories: Screw-link couplings

WHAT WE LIKE

- ✓ Excellent running qualities
- ✓ Level of detail
- ✓ Value for money
- ✓ Standard of finish

Slight livery differences are (correctly) apparent. In BR times, some of these vans might well have been used for general traffic not needing ventilation.



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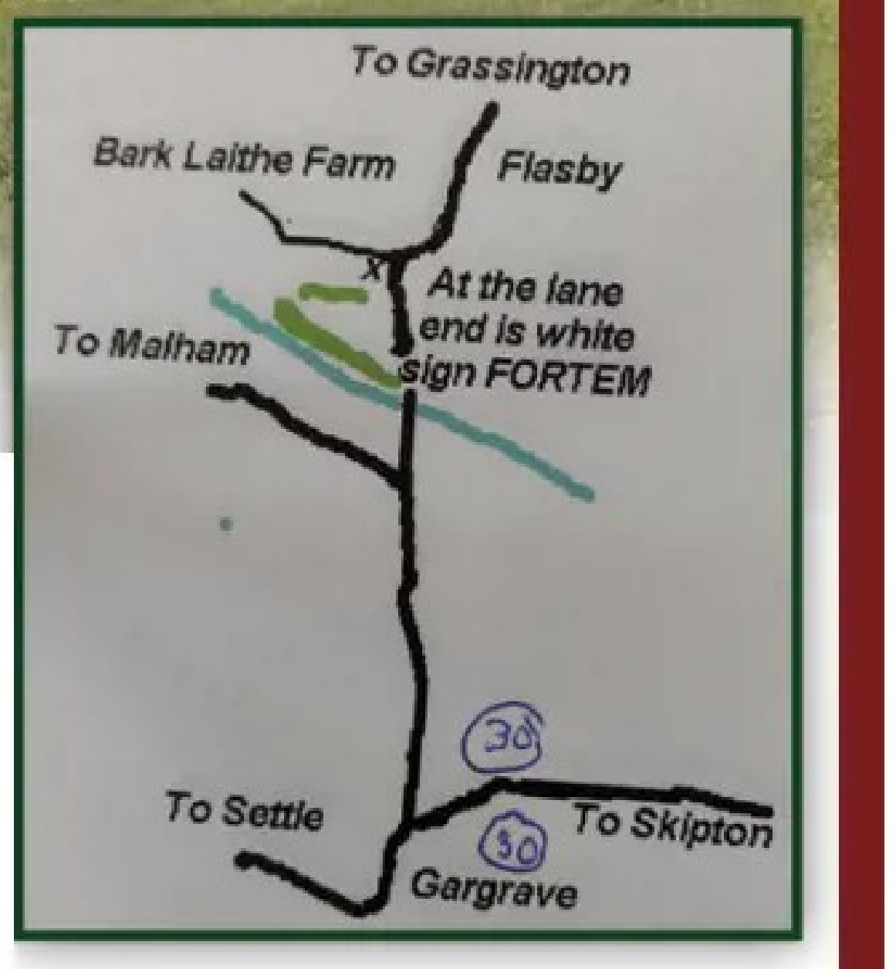

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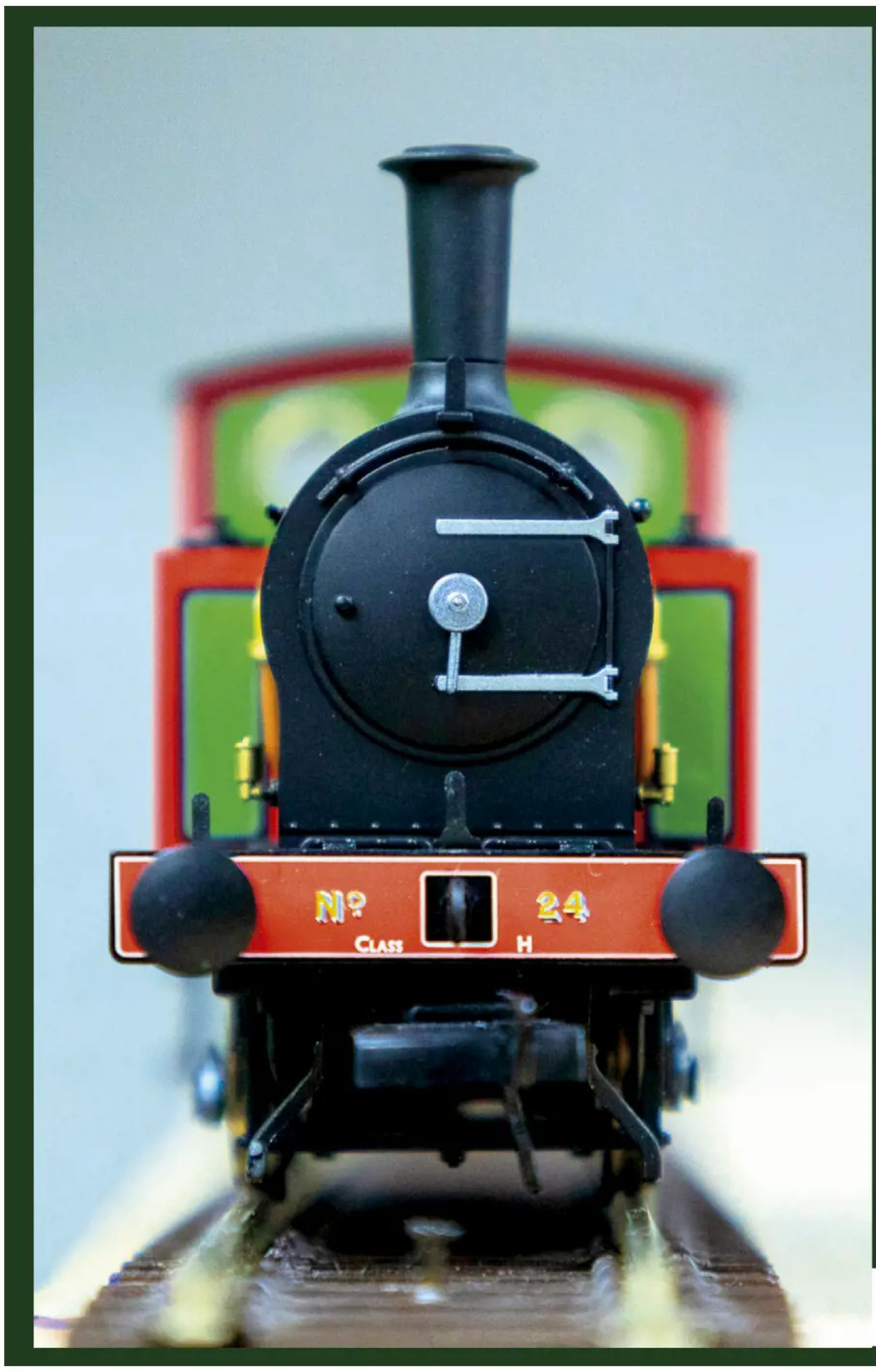

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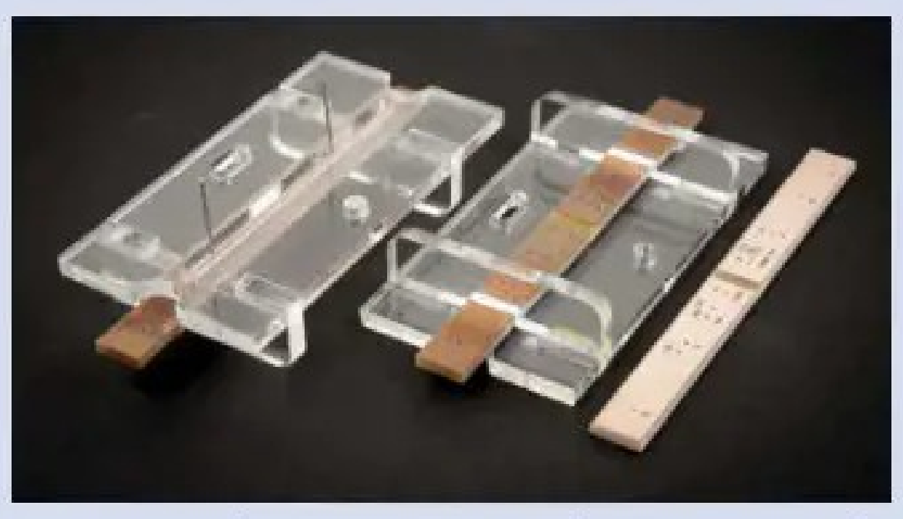

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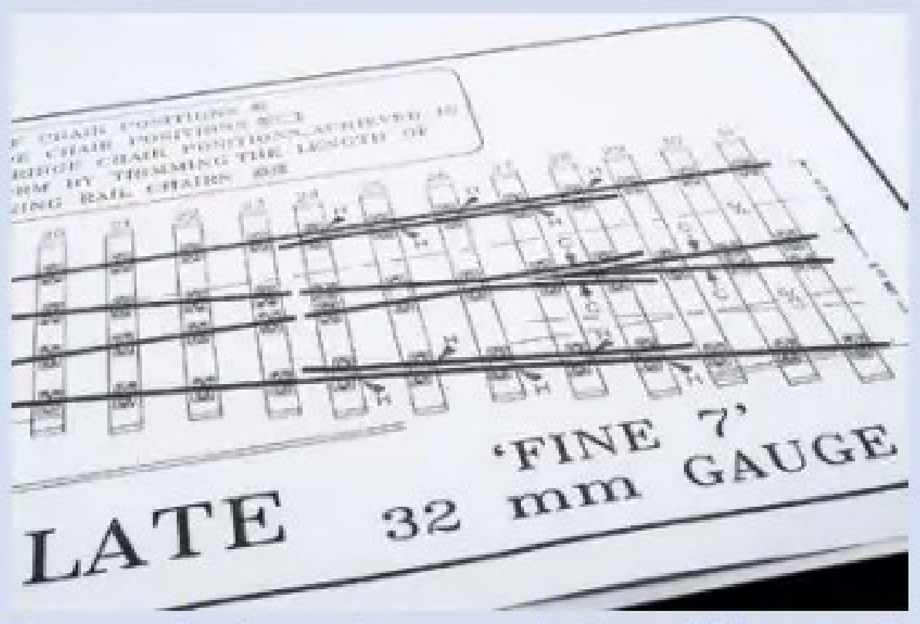

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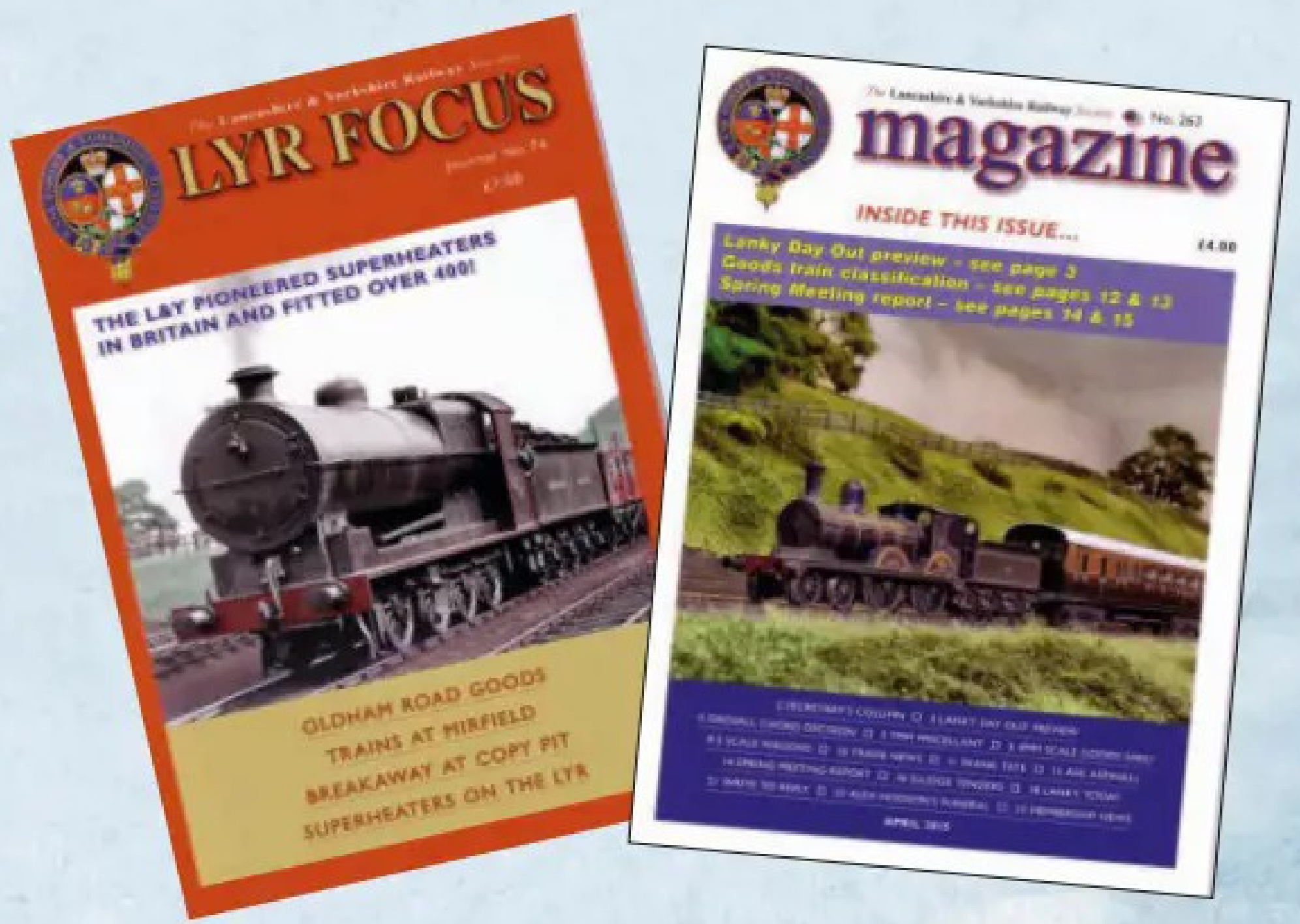

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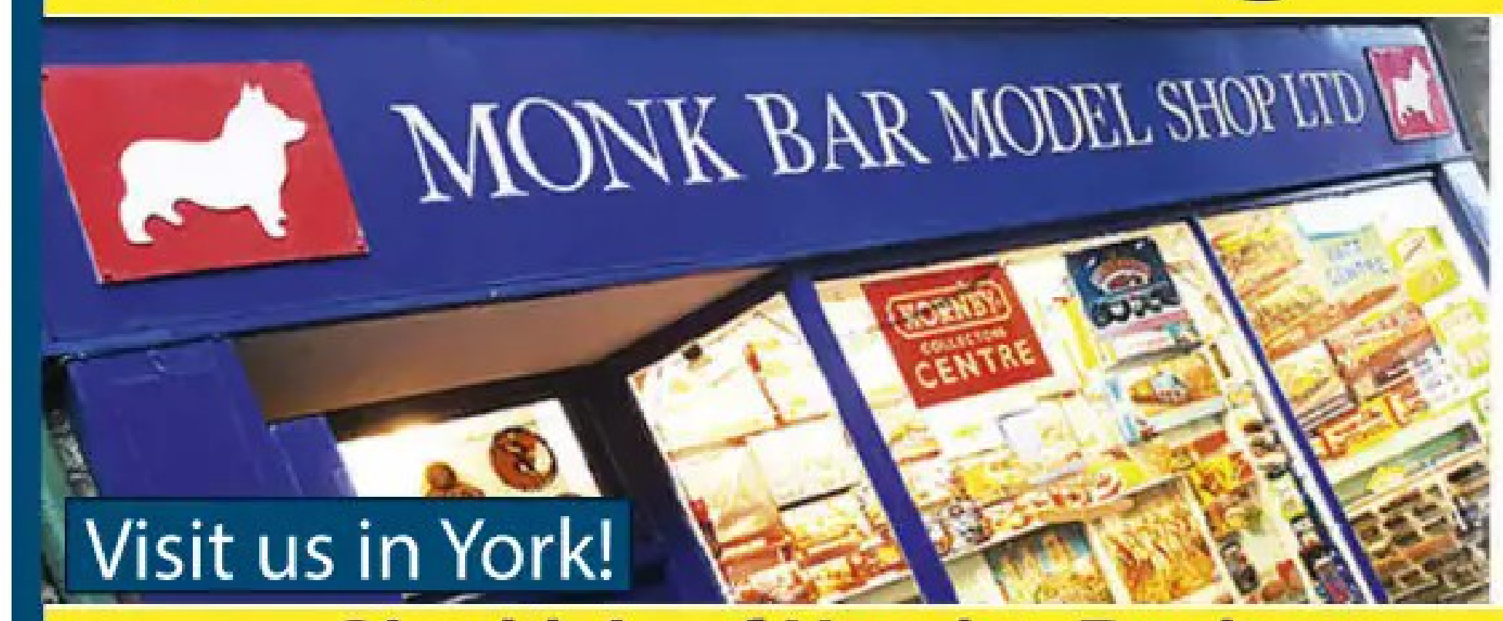

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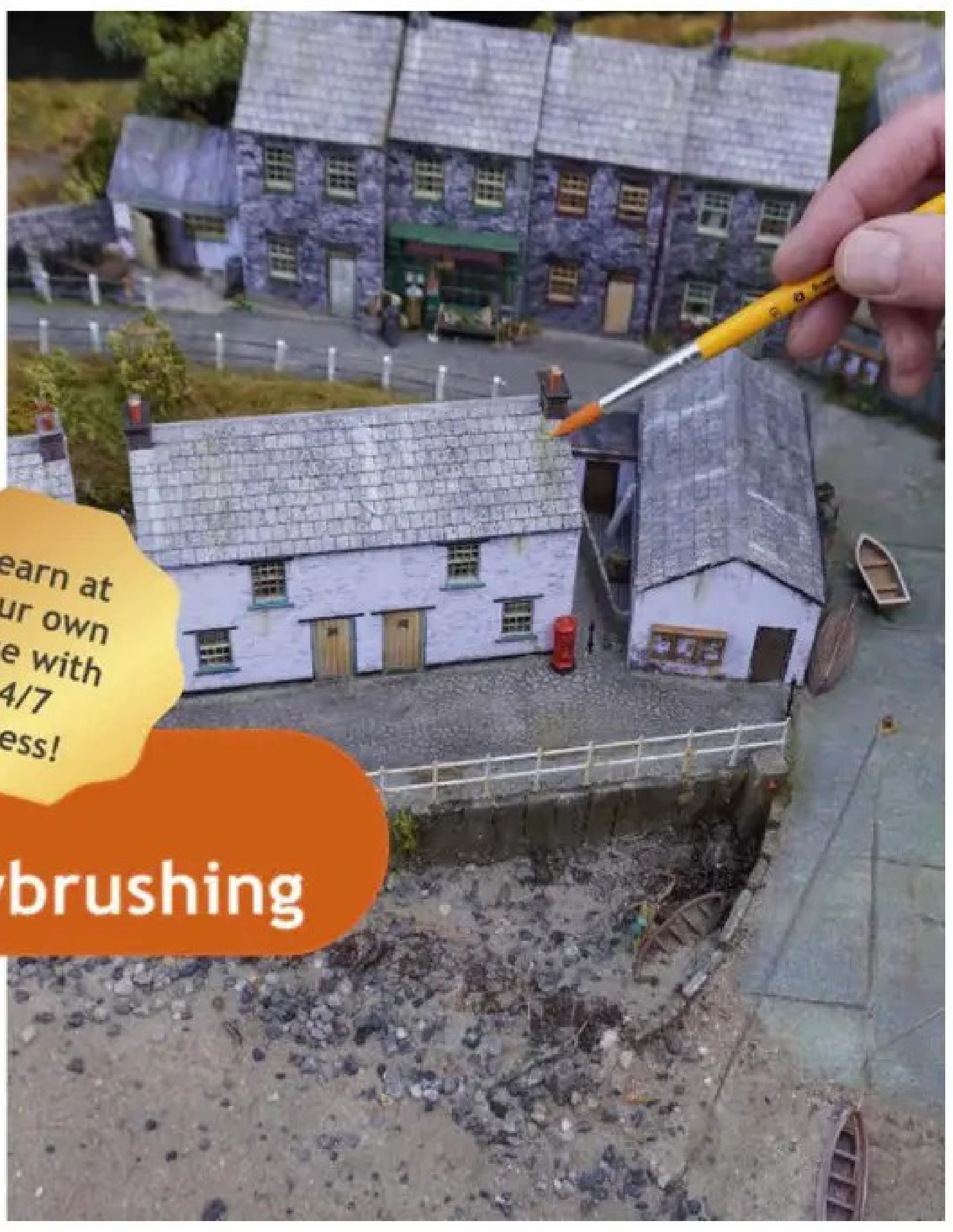

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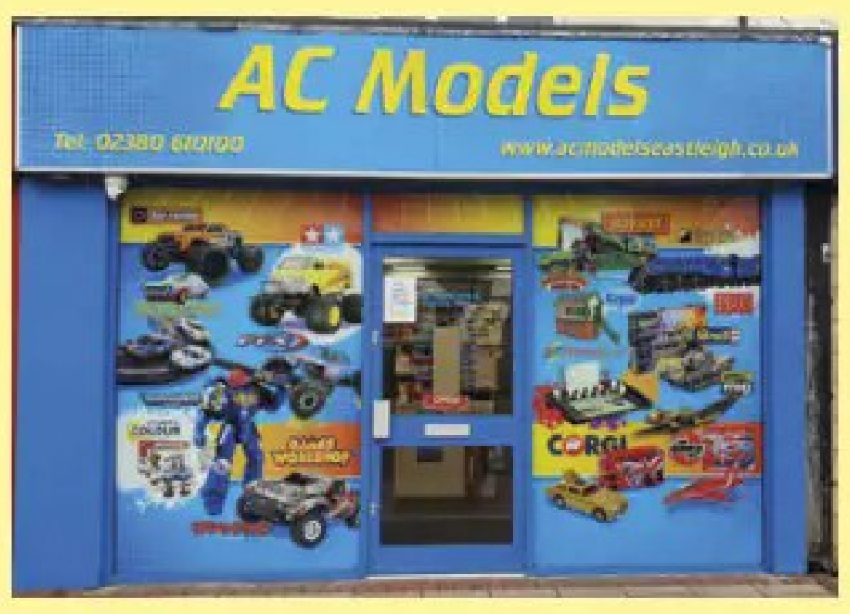

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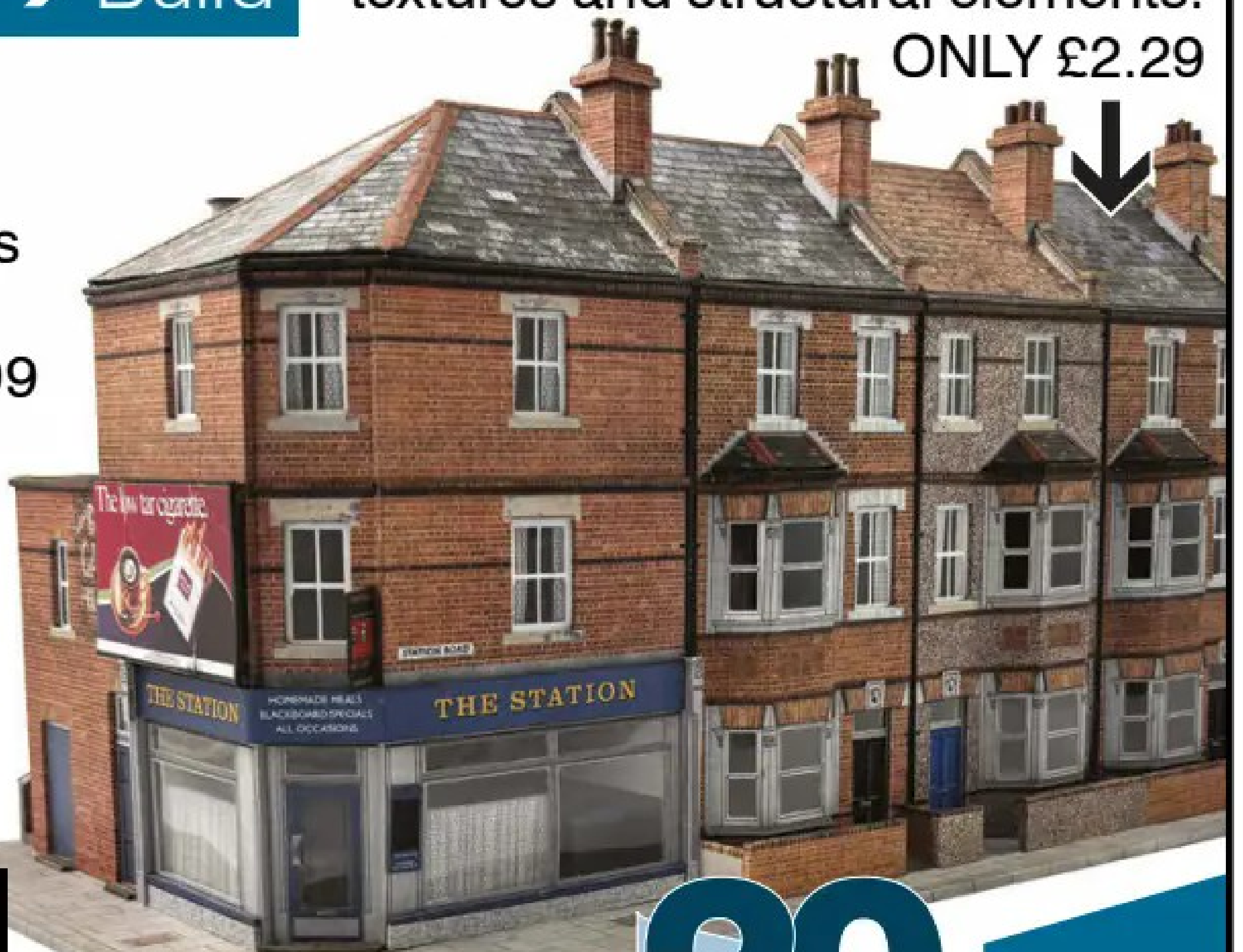

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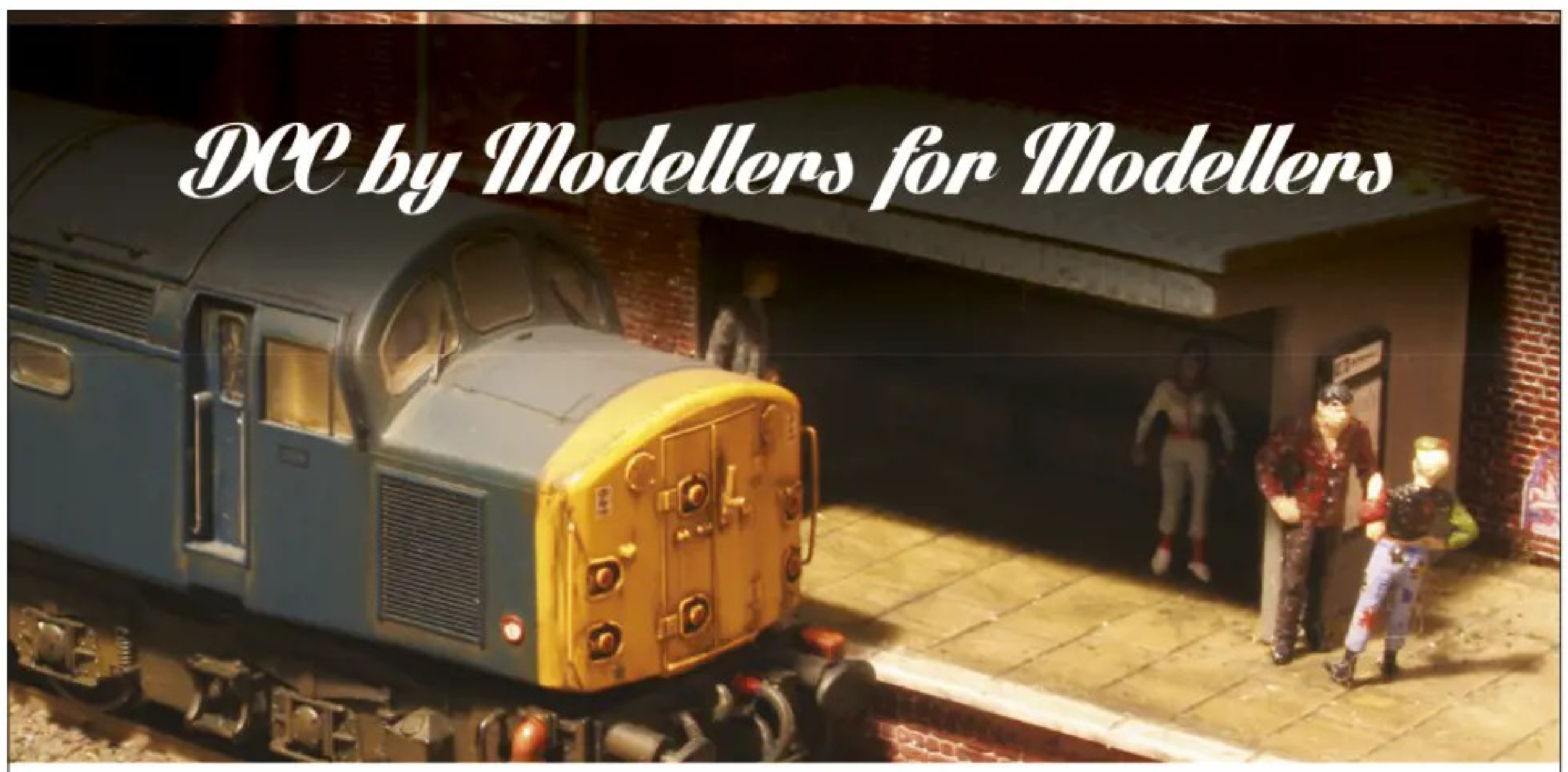

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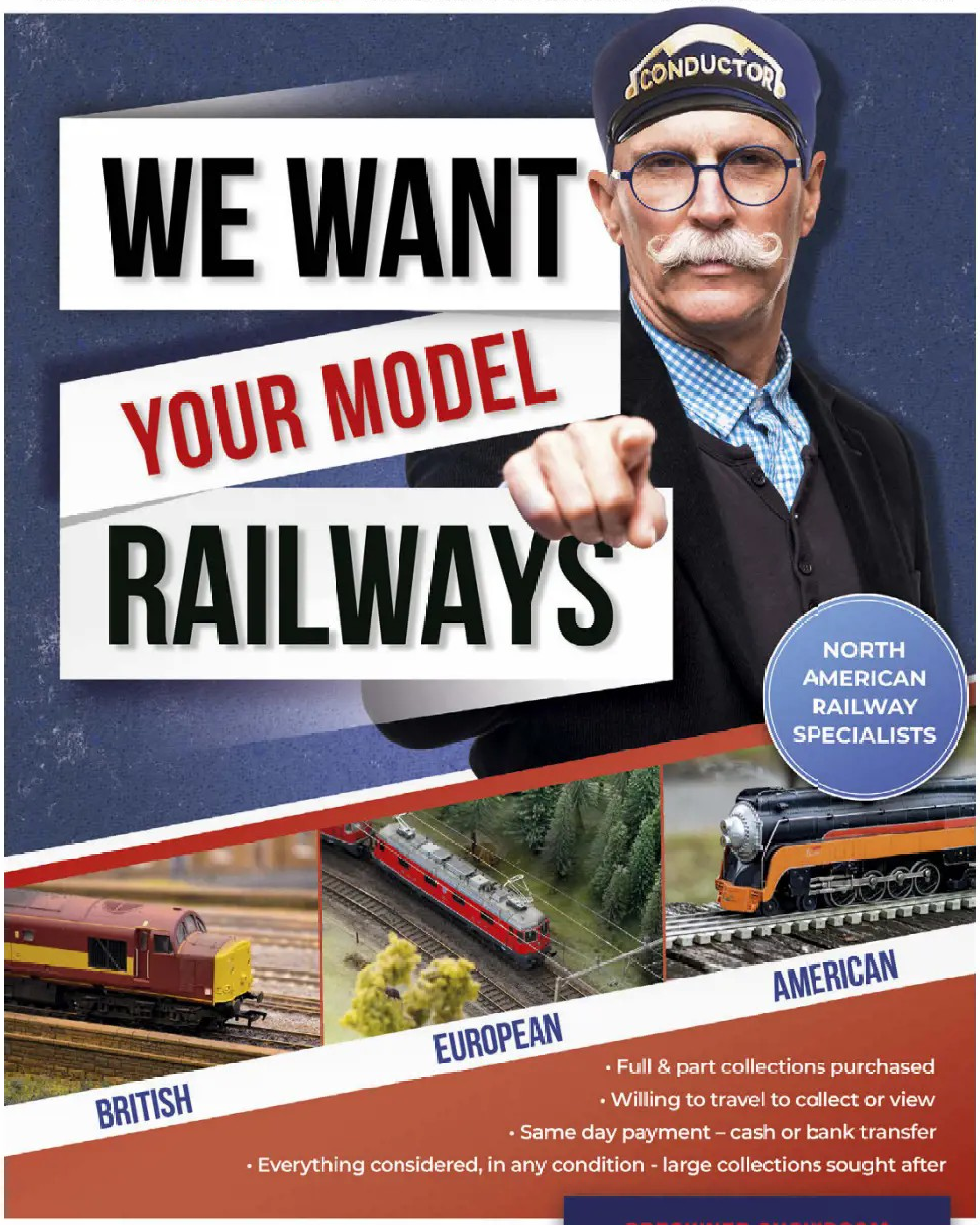

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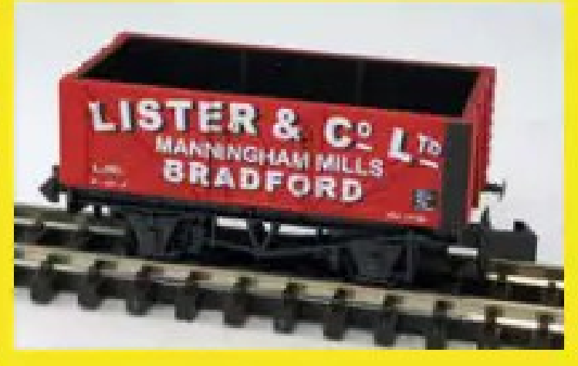

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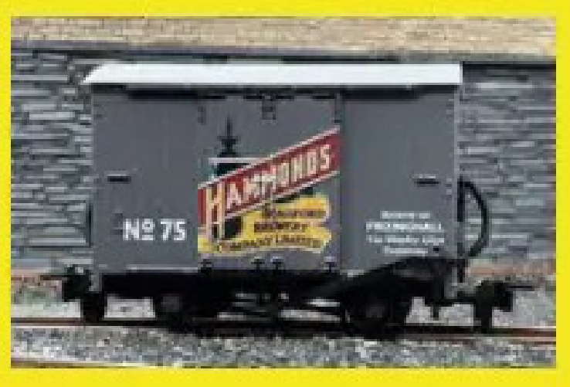

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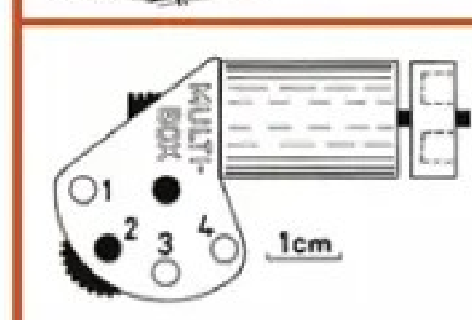

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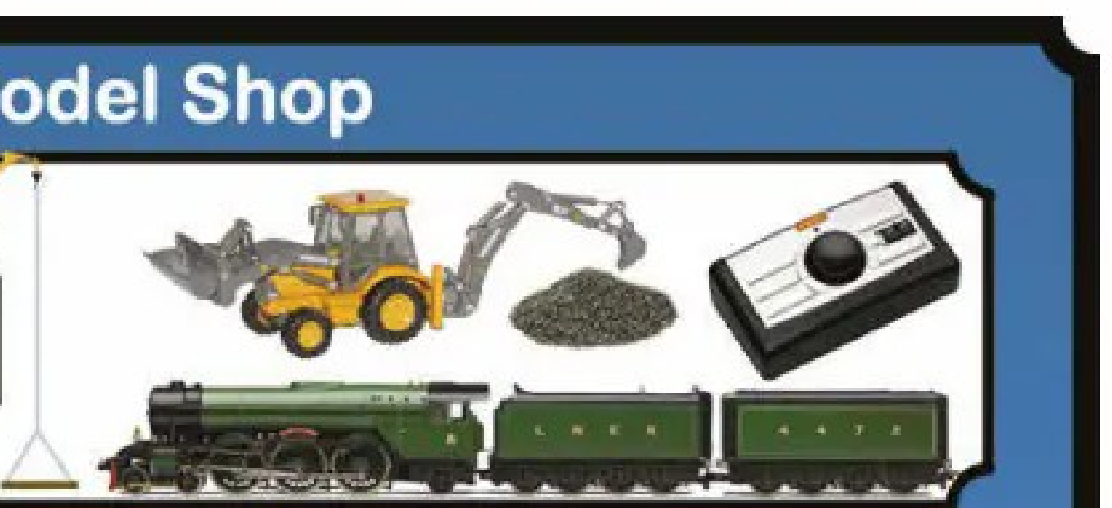

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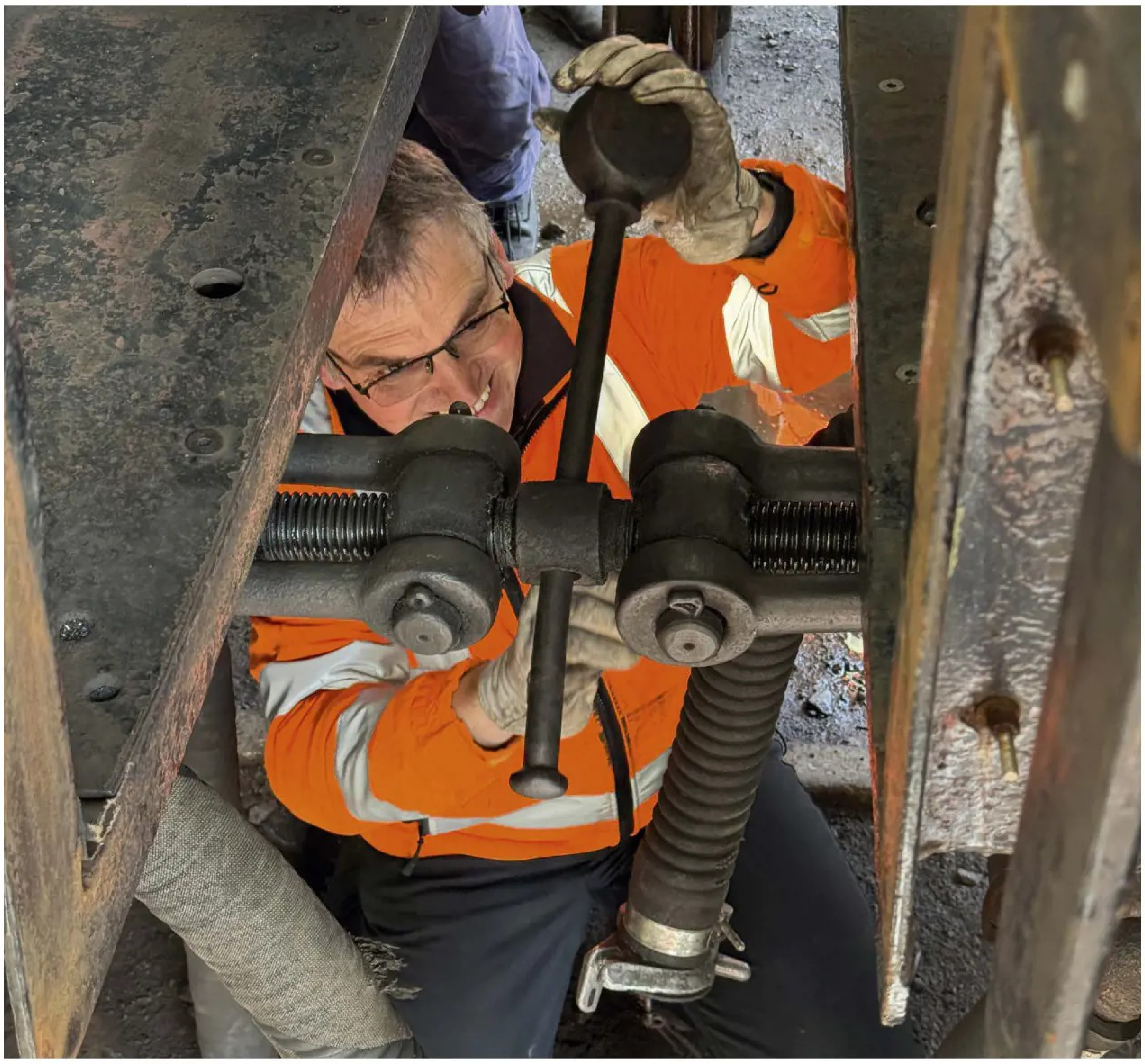
Buffer Stop

This month in pictures



Steven was able to spend the weekend unwinding by participating in a shunter's course for volunteers at the South Devon Railway.

Judging by his efforts on the National Tramway museum simulator, if you spot Phil driving a tram, it's safer to get off!

A little driver assistance for this 9F at Gauge 1 North. The layout will be running at the NEC show in November.

We're not sure what class this locomotive is. Perhaps a 37? Enthusiasts were calling it a "tractor".

We're not saying Phil can be a bit nerdy, but he was excited to spot white telephone boxes when in Hull recently.

How about a working pump trolley in 16mm scale, spotted at the Llanfair garden rail show?

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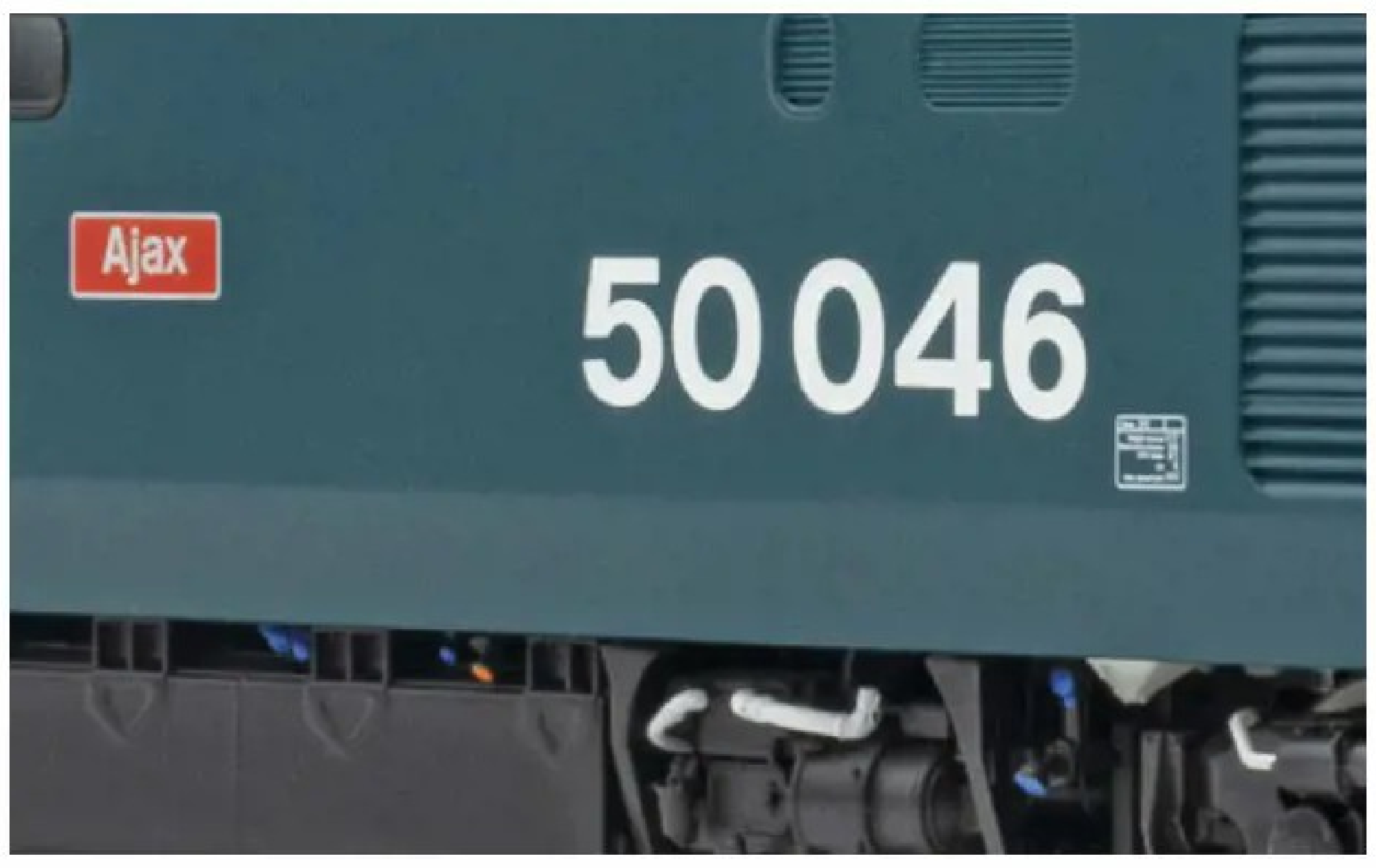
Pre-production samples subject to change



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